The Hong Kong Daily Press.

No 4369 九十六百三千四第 日五廿月九唐 年未辛治同 HONGKONG, TUESDAY, 7TH NOVEMBER, 1871. 二拜禮 號七月一十英 港香 [PRICE $2½ PER MONTH

Arrivals.

Nov. 6, JOHANN ANTON, North German sch., 153, Mullenhoff, Newchwang 27th Oct., Beans.—WM. PUSTAU & Co.

Departures.

Nov. 6, FRED. WARREN, for Manila.
Nov. 6, ANNA BELLA, for Saigon.
Nov. 6, BERTHA, for Hamburg.
Nov. 6, SHIRLEY, for San Francisco.
Nov. 6, H.M.S. ADVENTURE.
Nov. 6, ULYSSES, str., for Shanghai.
Nov. 6, JANE, for Manila.
Nov. 6, MERIDIAN, for Bangkok.
Nov. 6, FAKEE, for Bangkok.
Nov. 6, ISABELITA y 6 HERMANOS, for Manila.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, 6TH NOVEMBER.

Ulysses, str., for Shanghai.
Early Morn for Whampoa.
Annie Scott, for Yokohama.
Jane, for Manila.
Grenadier, for Bangkok.
Fakee, for Bangkok.
Meridian, for Bangkok.
Ocean, for Saigon.
Oberon, for Saigon.
Frances, for Java.
Isabelita y 6 Hermanos, for Manila.

Passengers.

None.

Reports.

The North German schooner *Johann Anton* reports left Newchwang on 27th October, with fine weather; had moderate N.E. monsoon throughout the passage.

Auction Sales To-day.

None.

WANTED.

A STEWARD for the HONGKONG HOTEL. Apply to THE MANAGER.

N.B.—None but superior men, with unexceptionable references, need apply.
tf 1876 Hongkong, 1st November, 1871.

NOTICE

MESSRS. L. FRICKEL & CO, TEMPORARY ENTRANCE
tf 1663] *ON THE PRAYA.* [Sept. 30

A. MILLAR & CO., HOUSE, SHIP AND STEAMBOAT PLUMBERS, COPPERSMITHS & BRASSFOUNDERS.
No. 1, Queen's Road East and Nullah Lane, Opposite H.M. Naval Dock Yard.
tf 387 Hongkong, 1st March, 1871.

PRIVATE APARTMENTS.

MR. W. E. ROGERS having leased the LUSITANO CLUB BUILDING, is desirous of obtaining a few BOARDERS, having several suites of WELL FURNISHED ROOMS unoccupied. The Apartments can be had with or without Board. Apply as above.
1758 Hongkong, 14th October, 1871.

MR. ALFRED SINGER, *TEACHER OF THE PIANOFORTE,* IS prepared to take a limited number of Pupils during his stay in Hongkong. For particulars, apply by letter, CLUB LUSITANO BUILDING.
1m 1787 Hongkong, 16th October, 1871.

STEAM YACHT *EARLY BIRD.*

THE above Vessel is open to hire for EXCURSION TRIPS.
For Terms, apply to
J. S. HOOK, SON & Co.
1m 1832 Hongkong, 25th October, 1871.

HAWKINS'S HORSE REPOSITORY, *Rear of Murray Barracks, Hongkong.*

HORSES received on LIVERY.
Horses BROKEN to Harness.
HORSES, PONIES, HARNESS and CARRIAGES, for Sale. *Also,*
Best quality of HAY, OATS, GRAM, BARLEY, and Indian CORN, for Sale.
HORSES and CARRIAGES for Hire.
PONIES do. do. do.
HORSE SHOEING on the most improved principles, under his own superintendence.
T. R. HAWKINS,
(Late Farrier-Major, Bengal Horse Artillery).
N.B.—All Diseases of the Horse attended to.
tf 559 Hongkong, 11th August, 1871.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Aybroath.
ARNHOLD, KARBERG & Co.
tf 419. Hongkong, January, 1867.

NOTICE.

THE HONGKONG HOTEL COMPANY, LIMITED, having leased the HONGKONG HOTEL to LEE ATONG from the 1st day of November, 1871, will not be RESPONSIBLE for any Contracts entered into by him, nor for any Goods supplied to him or his order.
By order,
For the Hongkong Hotel Co., Limited;
ED. BAKER,
Secretary.
tf 1879 Hongkong, 31st October, 1871.

WANTED.

A SITUATION in a Mercantile Office or Bank at any of the Ports of China, Shanghai or Yokohama preferable, by one who has great experience as a Book-keeper; writes a good hand, and can undertake corresponding on business matters.
Apply to E. V. C., care of the Editor of the *Daily Press.*
tf 1708 Hongkong, 6th October, 1871.

TEN DOLLARS REWARD.
LOST,

TUESDAY EVENING, between the Club and the Hotel, four Chubb's KEYS on a gold split ring. The finder bringing same to the Manager at the Hongkong Hotel will receive Ten Dollars reward.
tf 1843 Hongkong, 27th October, 1871.

NOTICE.

THE undersigned, Sweet-meat Dealers' Shop, has been established at Canton for a number of years, and *we have no other branch elsewhere than the one established in this City.* The success of this most delicious and unrivalled Preserves has caused some impudent and evil disposed persons at Hongkong and Macao (who are eager to obtain money by illegal means), to apply the name of "CHY LOONG" to their own inferior Goods. Thus the Public is cheated; but what good will be to the evil disposed who will be punished by the visitation of God? The Public are, therefore, requested to send their orders direct to our establishment at Canton, Honam, and this is the only way in which they can obtain our Genuine Goods.
CHY LOONG.
Sweet-meat Dealers' Shop, Canton.
6m 1854 Canton, 30th October, 1871.

SAIL MAKING.

WILLIAM DOLAN having returned to Hongkong, has resumed his business of SAIL MAKING in all its branches, at his old place in *Duddell Street,* and solicits the patronage of the Public.
He has on hand a fine assortment of 8 and 10 ounce RAVINS DUCK, suitable for Boat Sails or Awnings.
tf 858 Hongkong, 30th April, 1869

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
SUBSCRIBED CAPITAL-5,000,000 of Dollars.

Court of Directors:—
Chairman—HON. R. ROWETT.
Deputy Chairman—T. PYKE, Esq.
E. R. Belilios, Esq. — Julius Menke, Esq.
A. Joost, Esq. — S. D. Sassoon, Esq.
Wm. Lemann, Esq. — G. F. Weller, Esq.
H. Melchers, Esq.

Managers;—
Hongkong—James Greig, Esq., Chief Manager.
Shanghai—David McLean, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
6 „ 4 „ „
12 „ 5 „ „
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 1062] Hongkong, 9th September, 1871.

GERMAN BANK OF LONDON (Limited).

DIRECTORS.
GEORGE ALBRECHT, Bremen.
EDWARD HENRY GREEN, London.
CARL KLOTZ, Frankfort-on-the-Main.
VICTOR FREIHERR VON MAGNUS, Berlin.
JULIUS MAY, Frankfort-on-the-Main.
ADOLPH VOM RATH, Cologne.
CHARLES FERDINAND RODEWALD, London.
FREDERICK RODEWALD, London.
THOMAS SELLAR, London.
RUDOLPH SULZBACH, Frankfort-on-the-Main.
L. JOSEPH SPEYER, Frankfort-on-the-Main.

Managing Director—OTTO NESTLE.
Assistant Manager—LEOPOLD BONN.
Auditor—GEORGE THOMAS BROOKING.
Bankers—THE LONDON JOINT STOCK BANK, LONDON.

The Capital of the German Bank of London, Limited, is £2,000,000, divided into 200,000 Shares of £10 each: of which 60,000 Shares, representing a capital of £600,000, have been issued, subscribed for, and allotted, and are intended to be fully paid up within six months.
The Bank is established in London, and has no branches on the Continent or abroad. It is now prepared to open business, to negotiate approved securities, and generally to attend to transactions appertaining to Foreign banking business.
Bartholomew House, Bartholomew-lane, London, E.C., April, 1871 [6m 1070 June 24

NOTICE.

THE undermentioned Local Insurance Offices are prepared to issue Policies, covering Merchandize by *first-class Steamers to London, via Suez Canal,* at the following rates of premium.

		with average	*f.p.a.*
From Canton	Tea,	2½%	1¾%
„ Macao	Silk,	2 %	1½%
„ Hongkong	Other Merchandize,	2½%	1½%

JARDINE, MATHESON & Co.,
General Agents, Canton Insurance Office.

N. J. EDE,
Secretary, Union Insurance Society of Canton.

J. KENNARD DAVIS,
Agent, North China Insurance Company.

RUSSELL & Co.,
Agents, Yangtsze Insurance Association of Shanghai.

AUGUSTINE HEARD & Co.,
General Agents, China Traders Insurance Company, Limited.

WM. PUSTAU & Co.,
Agents, China and Japan Marine Insurance Company.

OLYPHANT & Co.,
General Agents, Chinese Insurance Company, Limited.
tf 872 Hongkong, 18th May, 1871.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

REDUCTION IN RATES ON CHINESE RISKS.

ON and after the 15th instant, the minimum rate for the insurance against Fire of Chinese Premises in this Colony will be reduced to Two per cent. per annum.
JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.
tf 1997 Hongkong, 14th November, 1870.

CONSULAT DE FRANCE A HONGKONG

DES Soumissions cachetées pour la Fourniture de la FARINE DE FROMENT à effectuer à Saigon, pendant l'année 1872-73, pour le service des Subsistances de la Marine, seront reçues au Consulat de France jusqu' au 15 Décembre 1871 à 4 P.M. Il sera donné communication du cahier des charges relatif à l'adjudication en la Chancellerie tous les jours de 1 à 2 heures.
Le Gérant du Consulat,
CHS. L. DE LA FOREST.
Hongkong, 28th September, 1871.

FRENCH CONSULATE, HONGKONG.

SEALED TENDERS for the supply of WHEAT FLOUR, to be delivered at Saigon in the course of the year 1872-73 for the Commissariat of the Navy, will be received at the French Consulate up to 4 P.M. of the 15th December. Particulars as to the list of conditions on which the adjudication will be based, will be communicated at the Chancellor's Office, from 1 to 2 P.M. every day.
CH. L. DE LA FOREST,
Acting French Consul.
1662 Hongkong, 28th September, 1871.

FOR SALE, by private contract, the Three first-class GODOWNS situate on Inland lot No. 73, opposite the premises formerly occupied by Messrs. FLETCHER & Co.
For particulars, &c., apply to
TURNER & Co.
tf 534 Hongkong, 29th March, 1871.

NOTICE.

ESTATE OF WILLIAM BALFOUR KINNEAR, Esq., *Deceased.*

ALL persons having claims against the Estate of the late WM. B. KINNEAR, late of Foochow, deceased, are requested to send particulars thereof to the Undersigned, on or before the 1st October next, otherwise such claim will not be admitted. All persons indebted to, or holding funds or property of, the said WM. B. KINNEAR, are requested to communicate as soon as possible with the undersigned.
HENRY LOWCOCK,
Attorney for GEORGE THOMAS KINNEAR,
Sole Executor.
tf 1454 Hongkong, 26th August, 1871.

ORIENTAL HOTEL BOWLING ALLEYS.

Proprietor—J. BAYNES.

Wines and Spirits of the best quality only.
tf 1726 Hongkong, 11th October, 1871.

Notices of Firms.

NOTICE.

DURING my temporary absence Mr. WM. MATHISEN will sign my name per procuration.
FREDERIC DEGENAER.
tf 1909 Hongkong, 5th November, 1871.

MR. CARLOS V. M. MARQUES has this day been admitted a partner in our firm.
DA SILVA & Co.
7d 1899 Hongkong, 1st November, 1871.

I HAVE this day established myself at this port as GENERAL COMMISSION AGENT.
Office:—16, Bank Buildings, Queen's Road.
C. R. MEUSER.
1m 1788 Hongkong, 16th October, 1871.

NOTICE.

THE business hitherto carried on at this place under the style of HAUSCHILD & SORNSEN having been amalgamated with our own, both Mr. L. HAUSCHILD and Mr. F. SORNSEN have this day been admitted partners in our firm, which in future will consist of
MR. WM. G. HALE.
„ J. G. CASWELL.
„ L. HAUSCHILD.
„ F. SORNSEN.
WM. G. HALE & Co.
tf 1744 Saigon, 1st October, 1871.

MR. THOMAS PICKERING BROWN is a partner in my business from this day, which will in future be conducted under the Style or Firm of E. VINCENT & Co.
E. VINCENT.
tf 1676 Swatow, 2nd October, 1871.

THE interest and responsibility of Mr. J. DEPRIES in our firm ceased from this date.
E. ESTARICO & Co.
tf 1553 Hongkong, 1st September, 1871.

NOTICE.

MR. WILLIAM HENRY MOORE and MR. OTTO FRIEDRICH, have this day been admitted partners in our firm.
LAMMERT, ATKINSON & Co.
tf 1258 Hongkong, 30th June, 1870.

NOTICE.

MR. WILLIAM ABBOTT TURNBULL is authorised to sign our firm from this date.
BIRLEY, WORTHINGTON & Co.
tf 829 Shanghai, 1st May, 1871.

THE interest and responsibility of Mr. J. A. KOOK in our firm, ceased on the 28th of July by mutual consent, and we shall carry on our business, as hitherto, under the same style.
J. SMITH & Co.
tf 1420 Chefoo, 6th August, 1871.

THE Undersigned having this day entered into partnership as Merchants and Commission Agents, will conduct their business under the name and style of NORTON, LYALL & Co.
EDWARD NORTON.
ROBERT LYALL.
tf 1 Hongkong, 1st January, 1871.

THE Undersigned have to-day established at this place a GENERAL COMMISSION and AGENCY BUSINESS, in connection with a Steam Rice-Mill, under the style and firm of
WINDSOR, REDLICH & Co.
DANIEL T. WINDSOR.
ALEXIS REDLICH.
Bangkok, Siam, 15th August, 1871. [3m 1388

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary
Hongkong, 1st November, 1871. [tf 385

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1870.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a List of their contributions for the year ending 31st December last, in order that the distribution of 20% of the nett profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Managers.
tf 1310 Hongkong, 1st August, 1871.

COAST OF CHINA.

NOTICE TO MARINERS.

CHAPEL ISLAND LIGHTHOUSE.

ON or about the 15th of November next, the Chapel Island Light will be lighted.
The apparatus is of the First Order, shewing all round the horizon a Fixed White Light varied by Flashes at intervals of half a minute. The centre of the light is 227 feet above High water, and in clear weather it will be visible 22 nautical miles. The lighthouse is 63 feet in height from base to vane. The tower will be painted black, and the Lightkeepers' dwellings and surrounding wall will be painted white.
(Signed) A. M. BISBEE,
Divisional Inspector.
Harbour Master's Office,
Amoy, 20th October, 1871. [tf 1833

NOTICE OF REMOVAL.

ROSE & Co. have temporarily REMOVED their Business Premises from the Corner of Pottinger and Wellington to that of D'Aguilar and Wellington Streets, opposite Club Chambers, the Premises formerly occupied by MR. A. BOYES.
tf 1532 Hongkong, 7th September, 1871.

NOTICE.

ONE JOSEPH WHEELWRIGHT, a citizen of the United States, and formerly of Fok Chaw, in China, was many years resident at Kimanis, on the N. W. Coast of Borneo, and subsequently at Labuan—entered into partnership with the undersigned for the purpose of trading along the N. W. Coast of Borneo, Maludu, and Palawan.
On the 24th of May last, for the purpose aforesaid, the said JOSEPH WHEELWRIGHT left Labuan in command of the *White Cloud,* a fore and aft rigged schooner of about 60 tons burthen, and had on board goods belonging to the undersigned to the value of $2,709.61½, (in this sum is included the said JOSEPH WHEELWRIGHT's debts contracted in Labuan amounting to $622.82½).
The said JOSEPH WHEELWRIGHT arrived at Balabak on the and traded there to the extent of $600 or $700, out of which the undersigned received $500. Whilst the Chinese supercargo and crew were on shore, the said JOSEPH WHEELWRIGHT sailed away from Balabak on the night of the 26th August last, leaving the Two Chinamen to find their way back to Labuan in the best way they could, and the schooner has not been heard of since. The *White Cloud* had, when she left Balabak, cargo to the value of $2,209.61½ cents.
I, the undersigned, hereby notify that a reward of Fifty Dollars ($50) will be paid by the undersigned in Labuan, or by his Agent, CHOA KIAT SIANG, of Kin Cheong Hong, at Hongkong, to any person who can give the undersigned, or to his Agent at Hongkong, any information as to where the said JOSEPH WHEELWRIGHT may be found.
CHOA MAH SOO,
(*Chop*—BOON BEE).
1901 Labuan, 18th October, 1871.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on
THURSDAY,
the 9th instant, at noon,
At the Godowns of Messrs. GRIM, LIVINGSTON & Co.,—
(On account of the concerned,)
1,534 Packages TEA.
Ex "City of Aberdeen."
(All more or less Damaged by Sea Water).
Catalogues will be issued on Monday morning, and can be had on application.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
W. K. HUGHES,
Auctioneer.
1892 Hongkong, 3rd November, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on
THURSDAY,
the 9th November, 1871, at noon,—
At the Godowns of Messrs. JARDINE, MATHESON & Co., East Point,—
(For the benefit of the concerned),
60 Bales Grey SHIRTINGS.
16 „ T-CLOTH.
(More or less Damaged by Sea Water).
TERMS OF SALE.—Cash on delivery in Mexican dollars weighed at 7.1.7.
THOMAS G. GLOVER,
Auctioneer.
1921 Hongkong, 7th November, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions from H. O'HARA, Esq., to sell by Public Auction, at his residence, Ice House, on
SATURDAY,
the 11th November, 1871, at noon,—
The whole of his HOUSEHOLD FURNITURE, comprising Drawing-room, Dining-room, and Bed-rooms SUITES; COUCHES, CHAIRS, Bombay Inlaid Marble-top TABLE, ENGRAVINGS, MIRRORS, CHANDELIERS, LAMPS, CARPETS, RUGS, SIDE-BOARD, Dining TABLE, Old PAINTINGS, Dinner, Dessert and Breakfast SETS, Crockery and Glass WARE, Plated WARE, BEDSTEADS, WARDROBES, Dressing TABLE and GLASS, Marble-top WASHSTAND and SERVICE, &c., &c.
1 Parlor STOVE and 1 American Cooking STONE
BOOKS, included London Encyclopædia, 22 vols.
And,
1 PIANO.
Catalogues will be issued, and the whole will be on view on and after Friday, the 10th inst.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1919 Hongkong, 7th November, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions from R. F. HAWKE, Esq., H. M. Acting Naval Storekeeper, to sell by Public Auction, on
THURSDAY,
the 16th November, 1871, at 11 o'clock A.M.,
At H. M. Naval Yard,—
Sundry Naval and Victualling STORES, comprising Old Wrought IRON, Iron CASKS, Iron HOOPS, STEEL, VICES, WINCHES, Bunting, GLASS, LEATHER, SOCKS, BOATS, &c., &c.
BISCUITS, FLOUR, RAISINS, CHOCOLATE, SUGAR, &c., &c.
CASKS, CASES, BAGS, Cotton DRILL, BLANKETS, MARINE CLOTHING, JACKETS, FROCKS, TROWSERS, &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1905 Hongkong, 6th November, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions from R. F. HAWKE, Esq., Acting Naval Storekeeper, to sell by Public Auction, at the Naval Yard, on
FRIDAY,
the 1st of December, 1871, at 11 A.M.,—
H. M. Gun Boat
"*STARLING.*"
One Anchor and Chain to be sold with the vessel.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Government Auctioneer.
1883 Hongkong, 3rd November, 1871.

DENT & CO.'S ESTATE.

A FOURTH DIVIDEND of Two per cent. on all Claims against the above Estate admitted by the Trustees, will be paid at their Office, No. 7, Pedder's Hill, on the First Day of August next.
tf 1106 Hongkong, 27th June, 1871.

E. R. HANDLEY, HOUSE AND SHIP PLUMBER, COPPER SMITH, BRASS FOUNDER AND GAS FITTER.
(LATE PATERSON & HANDLEY),
70 *P, Praya West,*
Next to the P. & O. Coal Stores,
tf 1681] HONGKONG. [Sept. 15

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Successor to ROBERTS GIBBONS & Co.,
Sole Agents for:
Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder, Lake Superior and Pacific Fuse Company's Eagle Safety Fuse. [1y 589 April 6

TAKASIMA COLLIERY, NAGASAKI.

THE Undersigned are prepared to supply Coals from the Takasima Colliery (8 foot seam), in quantities as required, to be delivered on board ship in this Harbor.
Note.—The Specific Gravity of Takasima Coal is 1.245, it contains 82.07 per cent. of Carbon, and is admitted to be fully equal to the best English North Country Coal for steaming and all other purposes.
GLOVER & Co.
Agent in Hongkong,
NORTON, LYALL & Co.
tf 1951 Nagasaki, Japan, October, 1870.

UNIVERSAL MARINE INSURANCE COMPANY, LIMITED, (OF LONDON).

THE Undersigned having been appointed Agents for the above Company at this Port, Shanghai, Foochow, Hankow, and Yokohama, are prepared to accept Marine Risks at Current Rates.
GILMAN & Co.,
Agents.
tf 437 Hongkong, 9th March, 1871.

THE ROYAL EXCHANGE ASSURANCE OF LONDON.

THE Undersigned having been appointed Agents of the above Corporation, are prepared to grant Policies against Fire at current rates.
BUTTERFIELD & SWIRE,
Agents, 4, Praya.
tf 1569 Hongkong, 26th August, 1870.

MERCHANT'S MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.

ENGAGED EXCLUSIVELY IN MARINE INSURANCE.
Paid up Capital—$500,000.00.

THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms
OLIPHANT & Co.
tf 1292 Hongkong, 2nd July, 1869.

Intimations.

VICTORIA REGATTA CLUB.

THE Eighteenth Annual Regatta will take place on the 22nd and 23rd November next.
Gentlemen who are desirous of joining this Club are requested to send in their names to the undersigned.
H. J. H. TRIPP,
Hon. Secretary.
tf 1589 Hongkong, 18th September, 1871.

NOTIFICATION.

NIUCHUANG LIGHTSHIP.

NOTICE is hereby given, that the Lightship "*Niuchuang*" will be REMOVED from her position on the Bar at the entrance to the Liau River, after the 31st October next.
T. G. LUSON,
Commissioner of Customs.
Custom House,
Niuchuang, 30th September, 1871. [1m 1829

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the DOCK COMPANY'S ESTABLISHMENTS at the above Port afford every facility, at moderate charges, for
REPAIRING AND SPARRING VESSELS AND CLEANING AND PAINTING IRON SHIPS AND STEAMERS.

THEIR LARGE GRANITE DOCK, Has 286 feet length on the blocks, and at average spring tides can receive Vessels of 16 to 17 feet draught. It has a CAISSON GATE, AND POWERFUL CENTRIFUGAL STEAM-PUMP,
And an Engineers' work-shop fitted with Lathes and Tools, driven by steam. Iron and Brass Foundries, Boiler-makers' shop, a large Smithy, and Carpenters' and Boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, Vessels drawing 12 feet.

Spars, Timber, and other Dock-yard material kept in stock.

Quarters for Officers, and a DRY GODOWN or STORES, of Vessels under repair.
tf 2317 Amoy, December, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam.
The above premises comprise a large Machine-Shop, containing a
WITHWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.
Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Wood, Metal, &c., &c., always on hand.
The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to
J. S. LAMONT,
Superintendent.
The list of Charges for lighting or remetalling vessels can be obtained from
Messrs. NORTON, LYALL & Co., Hongkong.
Messrs. LANE, CRAWFORD & Co., Shanghai.
tf 876 May3

SADDLERY.

AT COST PRICE.—A General ASSORTMENT from the BEST LONDON HOUSES.
Also:
Driving and Riding WHIPS.
BONNETT & Co.,
26, *Queen's Road,*
Hongkong.
3m 1680 Hongkong, October 2nd, 1871.

FOR SALE, EX "NEW ARRIVALS."

AN INVOICE of first quality Hoth's RUSSIAN ROPE, consisting of:—
4 stranded ROPE, from 7½ inches downwards.
3 „ „ „ 3¾ „ „
BOLT ROPE, „ 5½ „ „
RATTLINE-STUFF, HOUSE-LINE, MARLINE, HAMBROLINE, 2 and 3 YARN SPUNYARN.

Best English-made White LINES, viz.: Hand Lead LINES, Signal HALYARDS, LOG-LINES, Fishing LINES.

PUMP and Rigging LEATHER.

Copper TACKS, Copper Boat NAILS and BURRS.

India Rubber PACKING.

Canvas HOSE.

Brown Tarred SHEATHING FELT.

Peacock's Patent COMPOSITION.

SOFT SOAP, for Engine purposes.

Wire Tube BRUSHES, assorted sizes.
Paint BRUSHES, do.

White Brothers' best Portland CEMENT.

KEROSINE OIL.

At LAMMERT, ATKINSON & Co.
tf 1169 Hongkong, 10th July, 1871.

FOR SALE.
500 CASKS best PORTLAND CEMENT.
Apply to
FREDERIC DEGENAER.
2m 1541 Hongkong, 8th September, 1871.

EDUCATION IN GERMANY, FRANKFORT-MAYNE.
PRINCIPAL—DR. LOUIS GEISOW.
Assisted by 18 duly qualified teachers, who reside on the premises.
THIS establishment works under the supervision of the Prussian Ministry of Public Instruction.
Young gentlemen between six and eighteen years prepared for the universities, Civil and Military Services, and Commercial Pursuits. For prospectus, stating terms and giving full particulars, apply at the Office of this Paper. [1m 1789

THE TOURIST'S GUIDE.—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

NOTICE.

YOW TO, who was our Manager, has ceased to be in our employ since the end of the 8th month, and in future all orders for purchases of goods must be signed by YOW PAK CHUNG MOW TYE,
No. 68, Wellington Street.
1m 1772 Hongkong, 17th October, 1871.

Intimations.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamer
"CHINA,"
Captain Gardner, will leave for the above places on TUESDAY, the 14th instant, at 2 P.M.
Despatches will close at 1.30 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.
8d 1912 Hongkong, 7th November, 1871.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary General MEETING of Shareholders in this Company, will be held on TUESDAY, the 14th instant, at 3 o'clock in the Afternoon, at the Head Office, Bank Buildings, Queen's Road Central, for the purpose of receiving the Report of the Board of Directors, on the present position and prospects of the Company, and to confirm the terms of the sale of the Company's property at Bienhoa.
By Order,
A. NOEL BLAKEMAN,
Secretary.
8d 1920 Hongkong, 4th November, 1871.

FOR SALE.

A PHAETON, last American style, with India Rubber Springs, complete.
A pair of Java PONIES.
An American BILLIARD TABLE, complete, with Cues, &c. Apply to
LANE, CRAWFORD & Co.
tf 1916 Hongkong, 7th November, 1871.

TO BE SOLD A BARGAIN.

AN Excellent fine-toned Twelve Stop HARMONIUM, in Rosewood, by Debaine, suitable either for a Public Place or the Drawing Room. Can be seen on any day from 4 to 6 o'clock in the afternoon, at No. 44 Room, Hongkong Hotel.
Also, a small quantity of Sacred and Secular Music.
1911 Hongkong, 7th November, 1871.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

IT is hereby notified that on and after this date no fee will be charged on Policies issued by the Company.
JARDINE, MATHESON & Co.,
General Managers.
1m 1875 Hongkong, 1st November, 1871.

NOTICE.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

FROM this date, there will be no fee charged for Policies issued by this Company.
AUGUSTINE HEARD & Co.,
Secretaries.
tf 1877 Hongkong, 1st November, 1871.

THE HONGKONG PIER AND GODOWN COMPANY, LIMITED.

NOTICE.

THE SECOND CALL of TWENTY-FIVE DOLLARS per Share on the Shares of the above named Company, is payable on the Fifteenth day of November, 1871, at the HONGKONG AND SHANGHAI BANKING CORPORATION, where receipts will be granted for the same.
Interest at the rate of Twelve (12) per centum per Annum will be charged on all Calls unpaid on the 15th day of November.
N. B. DENNYS,
Acting Secretary
7, Pedder's Hill,
1813 Hongkong, 20th October, 1871.

THE GLOBE MARINE INSURANCE COMPANY, (LIMITED).

SUBSCRIBED CAPITAL, £500,000, IN 25,000 SHARES OF £20 EACH.

CAPITAL PAID-UP, £100,000.

THE Company combines, with all the usual advantages of other well-managed Marine Insurance Companies, distinctive features, which offer special inducements to Insurers. The Company's Articles of Association provide that Insurers shall have a Substantial Share in the profits of the business. Whenever the net profits in any year shall have sufficed to pay the Shareholders a dividend of 10 per cent. on their paid-up Capital, 25 per cent. of the surplus is to be distributed pro rata amongst such of the Insurers as have paid during the year £500 and upwards in premiums.
The Undersigned, having been appointed agents in China for the above Company, are prepared to grant policies covering marine risks at current rates.
SIEMSSEN & Co.
3m 1567 Hongkong, 14th September, 1871.

TO LET,
(With possession on or about the 1st January, 1872).

THE PREMISES in Wyndham Street, now occupied by the "German Club." Water and Gas laid on. Apply to
WILSON & SALWAY,
Architects, &c.
tf 1846 Hongkong, 27th October, 1871.

TO LET.

THE East half of the "Hermitage" on Caine Road, formerly occupied by T. G. HAYLLAR, Esq. Possession on 1st November. Apply to
RUSSELL & Co.
1m 1763 Hongkong, 14th October, 1871.

TO LET,
With immediate possession.

THE Ground-floor of our PREMISES facing Queen's Road.
SANDER & Co.
tf 1505 Hongkong, 5th September, 1871.

HOUSES TO LET.

IN various Parts of Hongkong. A list of HOUSES with *size, locality* and *terms* can be seen at No. 47, *Wyndham Street.*
THOS. W. BARRINGTON.
tf 842 Hongkong, 11th March, 1867.

TO LET,
With possession early in April.

THAT very desirable RESIDENCE, Glanaskin House, now in the occupation of the Hon. J. PAUNCEFOTE.
For particulars, apply to
ROB. S. WALKER & Co.
tf 434 Hongkong, 10th March, 1871.

TO LET.

THREE first-class two story GODOWNS, situate on Inland lot No. 73, opposite Fletcher & Co.'s old premises, at present in occupation of the Military.
Possession can be had early in February.
Apply to
TURNER & Co.
tf 183 Hongkong, 30th January, 1871.

TO LET.
(With possession on 1st January, 1871).

THAT very desirable BUNGALOW, situate at *Pokfoolum,* and known as "BELMONT," at present in the occupation of J. MENZIES, Esq. Bowling Alley, Coach House, 4-stalled Stable, &c., attached. Water laid on. Apply to
GILMAN & Co.
tf 2192 Hongkong, 17th December, 1870.

TO LET.

FIRST-CLASS Granite GODOWNS, at Wanchi. Apply to
ROB. S. WALKER & Co.
tf 41 Hongkong, 9th January, 1871.

TO LET.

FIRST-CLASS Granite GODOWNS, at *Wanchai,* from 12 to 30,000 piculs capacity. Apply to
S. E. BURROWS & SONS.
tf 1790 Hongkong, 17th September, 1869.

Intimations.

UNDER THE PATRONAGE OF HIS EXCELLENCY THE LIEUT.-GOVERNOR, MAJOR-GENERAL WHITFEILD.

THE EUREKA TROUPE beg to announce that the following attractive programme will be given
TO-NIGHT, NOVEMBER 7TH,
AT THE
CITY HALL THEATRE.

OVERTURE "Traumbilder," (*Lumbye*) BAND.

MEDLEY DUETT—"CLOUDS AND SUNSHINE,"
MISS NELLIE HOSMER AND MR. J. SMALL.

READING—"CHARGE OF THE LIGHT BRIGADE."
MR. WILLIE SOUTH.

BALLAD—"CASTLES IN THE AIR,"
MISS FANNY WISEMAN.

SEVEN AGES OF MAN,
MR. E. D. HAYGARTH.

Intermission of Five Minutes.

WALTZ "Woodland Whisper," (*Stanley*) BAND.

THE UNFORTUNATE MAN,
MR. JOSEPH SMALL.

THE QUEEN'S LETTER,
MR. ALFRED SINGER.

THE GIRL OF THE PE-RI-OD,
MISS NELLIE HOSMER.

Intermission of Ten Minutes.

POLKA MAZURKA, "North Lincoln," (*Urff*).....BAND.

The Performance will conclude with the Sensational Burlesque Extravaganza of
"LA SOMNAMBULA;"
OR,
"THE SUPPER, THE SLEEPER, AND THE MERRY SWISS BOY."

COUNT RODOLPHO—Misanthropical, Metaphysical, Metaphorical, Dyspeptic, Bilious, and Disagreeable.....MR. JOSEPH SMALL.
VIRTUOUS PEASANT—Borrowed for this occasion only from the Legitimate Drama MR. WILLIE SOUTH.
ALLESSIO—The Merry Swiss Boy, Village Barber, and Chatterbox.....MISS NELLIE HOSMER.
ELVINO—The Nice young Man of the Village.....MISS FANNY WISEMAN.
AMINA—The Village beauty in her own opinion.....MR. E. D. HAYGARTH.

For Synopsis of Music, Dances, &c., incidental to the Burlesque, see Programmes.

ADMISSION.
Boxes to hold Six.....$15
Balcony.....3
Parterre.....2

By kind permission of Col

The delivery of the *Daily Press* from this office commenced on Monday morning at 10.12, and the last messengers left the office at 10.30.

The Daily Press

HONGKONG, NOVEMBER 7TH, 1871.

How, WHEN, and WHERE? These interrogatives suggest any questions one chooses to append to them, but at the present moment they shall suggest only three definite enquiries touching Hongkong. How is Hongkong to be governed by Great Britain? WHEN shall we have a Government that shall govern Hongkong? WHERE are we to find a Government that shall govern Hongkong? To answer these questions it is necessary to propose the following considerations. This island is not, properly speaking, a Colony. There are many other British possessions which are called Colonies, but which are as little entitled to the term as Hongkong. This island has never been colonised. It is of the essence of Colony that the settlers or Colonists *cultivate* it. By this is not necessarily meant that they till the soil, for the soil may be unproductive as is that if Hongkong. But the territory colonised must be cultivated, that is, the colonists in general must seek in it that which itself yields. They may seek land for the enjoyment of its vegetable productions, or they may dig for gold or diamonds, or they may cut down forests and ship them to profitable markets; but in one way or another they must seek to enrich themselves by the yield of the country, or otherwise the primary idea of a Colony is absent. There is no necessity to say that we do not come to Hongkong for anything to be got out of it. Our commerce is with the natives of China, from whom we obtain the products of the Chinese soil in exchange for articles of European manufactures. This is a commercial *entrepôt*, and it is moreover a military station; of a certain amount of importance to Great Britain on this account, but no Colony. Therefore, unless there be no better means of governing it than by placing it under the Colonial Office, which is chiefly busied with the concerns of real Colonies, it is a clear blunder to assign it to that bureau. There is a better way of governing it, so as still to keep it under the control of the Crown, a requisite which seems to be insisted upon. Hongkong is peculiarly situated among so-called Colonies. It has nothing in common with any of them, but it has a great deal in common with the British Settlements at the Treaty Ports of China. What could be simpler than to place the island under the jurisdiction of the Foreign Office, which interests itself in and therefore knows of Chinese matters far more than the Colonial Office? This, it appears clear, would be a preferable arrangement, to the present, but it would not be a perfect one. If the Crown must retain all its present power here, the plan proposed would minimise the most unsatisfactory effects of that power. We should be governed by men who had received a special training in China, and who would not require to gain experience at the expense of the personal safety and the security of the property of those whom they should have to protect. So far well; but the influence of the Crown and the delegated power of a single individual would still be onerous. The Governor even if appointed from amongst the most experienced Consuls, would still be entrusted with more authority than may safely be entrusted to any man. At the Ports, Consuls and nationals are alike restrained by the sense that they are in a foreign country, but while British subjects at Shanghai have far more to say in their own Government than all the foreigners in Hongkong, the Consul at Shanghai is kept within due bounds (or would be if necessary) not alone by the difficulties he encounters in dealing with the native officials, but also by the very fact that his nationals can make their voice heard on all questions. Here he would be hampered by no Chinese official (except a Tartar General occasionally), and at the same time would be able to set at nought the opinion of the foreign residents. Therefore, while the arrangement would be better than the present one, because we should get better men, it would be less satisfactory than the Consular rule at the ports, because the Governor would still have far too great power. Hence there must be a certain amount of popular representation in our Government, and the more of it the better. If this element were combined with the plan of selecting a Governor and one or two necessary officers from the Consular Service at the Ports, we should probably have as satisfactory a Government as we are likely to obtain in any way. We may now reply to our opening questions as follows: Hongkong is to be governed by Great Britain through the Foreign Office. We shall have a Government that shall govern Hongkong as soon as a well-matured scheme of popular representation be combined with a selection of Crown officers from a specially appropriate source. We are to find a Government that shall govern Hongkong in China and not elsewhere. We had almost said in Hongkong itself to the exclusion of the Foreign Office Service. We have some suspicion that we could select a fit and proper Governor without leaving the island to find him, and appoint all the necessary officers under him from the same limited source. But, of course, the Crown must have something to say in the matter. We do not want it all our own way, and permission is therefore cordially granted to Her Most Gracious Majesty to keep the leading appointments in her own hands, provided always that she make them from the China Consular Service, and do not interfere with our prospective Vox Populi.

We regret to hear that Admiral Hellett is so seriously indisposed that it is expected he will be compelled to proceed home by the next English mail, instead of by the Flag-ship *Ocean*.

We call attention to the special performance of the Eureka Variety Troupe this evening at the City Hall, under the patronage of H.E. the Lieut.-Governor.

Our readers will doubtless be glad to notice that Dr. Legge intends to give a Lecture on John Knox on the Eve of Saint Andrew. We trust this may be the precise to a continuance of the admirable lectures delivered last year, though we understand that there is some difficulty in the way on account of Dr Legge's pressing engagements; but, if a committee could be formed to co-operate with him, and relieve him of a portion of the trouble which he so kindly undertook single-handed last year, possibly arrangements might be made. Something might also to be done towards defraying the incidental expenses, which, though small, should not, of course, fall upon any individual person.

A telegram has been received stating that the M. M. steamer *Tigre*, with the expected mails, left Saigon on Saturday, the 4th instant, at 6 a.m.

POLICE INTELLIGENCE.

6th November.

BEFORE J. RUSSELL, ESQ.

ROBBERY

David Scott, engineer of the P. M. S. S. *Great Republic*, charged a prostitute named Chun-a-ho, living in D'Aguilar Street, No 85, with stealing a $20 gold piece, from his person when he was visiting the brothel. Defendant was charged in February last with robbing an engineer living at Volkman's of a $100 note. There not being sufficient evidence in the present case to prove she had taken the $20 gold piece, on account of complainant having gone out to the London Inn afterwards, the defendant was ordered to find security in two householders of $50 each, or one householder in $100.

ROBBERY OF CARGO.

Kwok-yu-mui, and Lai-mui-chai, both boat-women, were charged with cargo robbery on the 21st October. They had been remanded from time to time till the 6th November. Inspector Burns stated that he made a search in the boat of defendants at Sowkewan, in consequence of instructions he received from the Captain Superintendent. He found a quantity of goods, which he produced, viz.: a number of pieces of cloth and flannels, some vermicelli, also two jars of pears, a buoy with the Chinese characters "Pang-shing Lai-li," five gold rings, a quantity of new handkerchiefs, and $11 in silver. The whole of the property was found in one bundle. These goods were part of a cargo that was taken by pirates on or about the 29th August. The junk's name was "Sam Hop Hing." A man was seen selling things like the things taken from the junk on the 29th September at Sowkewan, and he was seen in defendant's boat. Witness did not know where the boat was, but there was a man in Court who knew something about the things.

Chau-shan-shang stated he knew that a junk was robbed by pirates in August last, he had a brother in her who was killed. He did not know anything about the things in Court. He thought and said that the buoy with the characters on it might belong to some of the crew, as several of the crew were from the city of Pang. No further evidence coming forward, defendants were ordered to find security in $50 each, to appear if called upon for the next six months.

The remaining cases were of an entirely trivial nature, with the exception of two of theft on board ship, namely, of Low-a-kum, a coolie on board the M. M. steamer *Phase*, who was sent to gaol for four months with hard labour for breaking cargo, and stealing a quantity of cattle fish; and of Francisco, a Mauritius seaman, and Elvino Louis, a sailmaker, who were fined 40s. or 14 days' hard labour, for stealing, between them, a pair of sea boots. Narciso, a Granada seaman, was also fined 20s., or fourteen days' imprisonment, for stealing a blanket from the same parties.

THE SELECT COMMITTEE ON THE PIER AND GODOWN ORDINANCE.

The Committee sat yesterday afternoon, all the members being present.

Mr. S. O. Burrows, called by Mr. Hayllar, stated that he owned property at Wanchai. He was of opinion that the proposed pier would have a beneficial effect on property in that neighbourhood. He owned a wharf there which was 330 feet long. It had no regular opening for the passage of boats, but there was room to pass between the piles. Did not think the pier would interfere with the cargo-boat traffic.

Mr. Smith asked whether Mr. Burrows had any special rights with the wharf.

Mr. Burrows said he did not remember that he had. He had it on a lease, paying $1 a year for it.

The Chairman remarked that all the wharves were subject to removal by the Government.

Mr. Bull said that as there was a yearly lease there must be a year's notice before removal.

Mr. Smith enquired why Mr. Burrows thought the pier would be beneficial to that part of the town.

Mr. Burrows replied that it would be beneficial to Hongkong generally, and Wanchai would share the benefit.

Mr. Keswick said he supposed it would render godown property more valuable.

Mr. Burrows assented.

Mr. Keswick asked whether in the opinion of the witness every facility should not be afforded to boats removing cargo.

Mr. Burrows thought that was advisable provided it were feasible.

Mr. Keswick remarked that even with the pier, the removal of cargo from one part of the town to another must require boats. So that even in the interests of the wharf itself it would be desirable to afford facilities to them.

Mr. Burrows concurred.

The Chairman asked what size would be necessary for an opening to admit the passage of cargo boats.

Mr. Burrows said that most of the Chinese boats were 12 feet wide and no more, and were propelled exclusively by sculls. The opening, of course, must be considerably more than 12 feet wide.

Mr. Hayllar asked whether 40 feet would not be enough.

Mr. Burrows said it would be ample.

Mr. Keswick asked whether any hardship would be done to the men employed on cargo boats if they were debarred from a highway along the Wanchai shore and compelled to go outside.

Mr. Burrows said it would only occupy ten minutes, and the loss of time would therefore not be serious. The Chinese boatmen would probably charge a little more.

Mr. Sharp said he believed a large number of cargo-boats employed sails.

Mr. Burrows said the European ones did, but not the Chinese. Many houses had their own cargo-boats.

The Chairman asked whether it would be a hardship to these to go round the pier.

Mr. Burrows said the time and inconvenience would depend on the wind. As to the tide, it runs across the pier.

The Chairman asked the average draught of a cargo-boat loaded.

Mr. Burrows said it might be 6 feet, but there was 10 feet of water 50 feet from the shore.

The Chairman consulted a chart, and remarked that the depth was ample.

Mr. Smith asked whether the Praya level was not lower at Mr. Burrows's wharf than at the pier.

Mr. Burrows said he believed it was higher. The Praya ran up towards East Point.

Mr. MacIver, superintendent of the P. & O. Company, and a Director of the new Company, was next examined by Mr. Hayllar. He had no doubt his Company would approve of the scheme under discussion. As to the saving in time to their vessels, he believed that a steamer carrying 1,000 tons of cargo could discharge at the wharf in 24 hours, whereas at the hulk she took 48 hours. But if the steamers were discharged by bill of lading, the time occupied would be five or six days, and the pier would save them 500 per cent. The Company must change the present mode of discharging, and he believed the pier would give them the necessary facilities. The same remark applied to loading.

Mr. Keswick said that at Shanghai, for instance, it was always found better to load in the stream than at the wharf. You could load at both sides in the stream, and this was important when cargo was coming in from all directions.

Mr. MacIver said there would be no difficulty about loading at both sides at the wharf. They could load from the wharf at one side and from boats at the other.

Mr. Hayllar asked the witness's opinion as to the site of the pier.

Mr MacIver said he thought it about the best that could be chosen.

Mr. Keswick.—The only one. Would it be easy to value the advantage to be gained by the Colony from the pier, and expense to which it would be justifiable to go in view of that advantage?

Mr. MacIver said that was a very difficult question to answer.

Mr. Hayllar, in reply to a question, stated that at extreme high water the pier would be about 3 feet above it.

Mr. MacIver said that the bulwarks of a vessel would be higher than the pier in this condition of the tide. But it would be better at any time to have the pier lower than the ship, than to have the ship lower than the pier.

Some discussion then arose on a suggestion that the T-head should be made a floating stage.

Mr. Keswick said it would only cost half as much, and be quite as safe.

Mr. Wilson said the question had not been mooted before the directors, but he had considered it. The idea was to land the goods into the trucks, and therefore a floating position, like the Liverpool landing-stage, would not be convenient.

Mr. Moorsom, who was also asked upon this point, said that as it was the intention to work with trucks, the idea of a floating T-head would be impracticable.

In reply to a question from Mr. Rowett, Mr. McIver stated that his cargo-boats were of 90 to 100 tons capacity, and about 30 feet in length with permanently fixed masts. They could not pass under the pier even if it were raised 20 feet.

Mr. Rowett.—But have you not some propelled by yulos?

Mr. McIver—Only one cargo-boat properly speaking; those so propelled are coal-boats.

Mr. Rowett enquired whether the boats propelled by the yulos could go round the pier, and was replied to in the affirmative. He stated that his reason for asking the question was because a distinction had been drawn between cargo-boats using yulos and those using sails, and he wanted to know whether all cargo-boats could go round.

Mr. Ball enquired whether a delay of three or four months would not prejudicially to the Company, and was replied to in the affirmative.

Mr. Keswick.—So prejudicially, that you would not go on?

Mr. McIver—We would go on; but it would be prejudicial.

Mr. Sharp said there must be an opening in the pier, but could it not be obtained any other way?

Mr. McIver stated in reply to the Chair, that it would be quite impracticable to make an opening for cargo boats with sails.

Mr. Smith asked whether a drawbridge could not be used, when there was no traffic on the pier.

Mr. McIver.—There would always be traffic.

Mr. Smith thought there was a state of the weather when there would be no traffic.

The Chairman thought this would probably be the case in typhoons, but then there would be no boats.

Mr. Smith asked what track boats generally took in a typhoon. He thought the track was from the eastward.

Mr. Keswick thought that if the glass was found going down, the Harbour Master should give notice that facilities for passage should be given.

Mr. Smith.—That is the point I wanted to get at.

Mr. Rowett thought there ought to be some arrangement of that kind.

Mr. Ryrie observed that if there were bad weather there would be very few boats wanting to go, as he knew when the weather was threatening, he could not get a cargo boat.

Mr. Smith suggested that this was because they were all going to Kowloon for shelter.

Mr. Sharp wished to call attention to a wrong impression in a remark made by Mr. Ryrie. He had said that Mr. Mody's cargo-boats were from 300 to 400 tons. None of these boats were more than from 50 to 100 tons.

Mr. Ryrie said it should be picals, but the learned counsel had accidentally said tons.

The Chairman said it was for that reason he had said they might as well want an opening for ships. What were Mr. Hook's boats.

Mr. Sharp said he understood about 700 tons, but ordinary boats were not more than 50 to 100 tons. His client, Mr Mody, did not wish to be obstructive, but it was fair that public and private interests should be guarded, and that the pier should be constructed with the least inconvenience possible. As it was now proposed, no boats at all could pass it at high water.

Mr. Hayllar admitted that this was very true, they could not.

The Chairman said the Surveyor-General had given him a memorandum of three different classes of cargo-boats, measuring respectively 18 feet, 14 feet, and 12 feet in the beam.

Mr. Sharp observed that the cargo was placed on either side, and spread out the width considerably, but he thought 30 or 40 feet would be amply sufficient.

Mr. Keswick.—But they could not pass on account of the tide.

The Chairman.—That is the next point to consider. I fancy they will be obliged to raise the pier.

Mr. Keswick.—Is there not a suggestion as to how that could be done?

The Chairman said Mr. Moorsom had made one, namely, to raise the grade.

Mr. Keswick suggested that it would be better to ask Mr. Wilson.

Mr. Wilson, in reply to Mr. Keswick, stated that there would be no engineering difficulties in Mr. Moorsom's plan, but it would be very dangerous. The sidings should be always on the level.

Mr. Smith observed that there was only one line from the pier into the godown.

Mr. Wilson.—It is proposed now to have two.

Mr. Keswick.—Would there be any engineering difficulties in raising the pier so as to avoid having a tramway over the road.

Mr. Wilson.—No engineering difficulties, but we have two large godowns on the Praya. It would only be a question of the expenditure of money.

Mr. Smith asked whether Mr. Wilson had any idea of the expense of raising the pier sufficiently high to permit carriages to pass under it—say 15 feet.

Mr. Wilson.—It would certainly double the expense.

Mr. Keswick.—Would not 12 feet be sufficient?

The Chairman asked if it was 12 feet what would be the increase of expense.

Mr. Wilson.—I can't state without calculation, but, as I said, 15 feet would certainly double the expense.

The Chairman said they were all agreed that a drawbridge would be an obstruction to the pier, and that they could not use it. He understood that the object of his hon. friend was to prevent a valuable trade being driven away.

Mr. Smith assented.

Mr. Rowett asked whether it would not be difficult for the boats to get through.

Mr. Smith.—But I think we had better give them a chance. Perhaps it would be better to ask the opinion of Mr. Deane, who was constantly knocking about the harbour, and knew the kind of cargo-boats in use.

Mr. Hayllar pointed out that they had already heard the Harbour Master.

Mr. Smith.—But his opinion conflicts with my personal observation.

Mr. Hayllar.—But it is better evidence.

Mr. Smith.—On that point I should not give in to the Harbour Master.

Mr. Deane was then called, and stated that before the typhoon on the 2nd of September, he observed the sampans trying to work up along the lee shore. He considered that an opening about 40 feet wide would suffice for them to pass through. The T-head, he thought, would assist the boats, by making a breakwater.

The Chairman enquired what height he thought the cargo boats were.

Mr. Deane said the cargo-boat itself was about 10 feet, and the yulos being two feet higher, would make 12 feet. He had had a boat measured.

Mr. Rowett.—Do you think that a boat could go through the opening when there was half a gale of wind?

Mr. Deane thought the T-head would break the water. In any other than typhoon weather they could get through.

Mr. Rowett observed that Mr. Moorsom had measured the cargo-boat, and found it 8 feet above the water.

Mr. Moorsom said that the measure of the extreme height was 10 feet 6 inches, which would cover the scull.

The Chairman enquired how they could arrange to get an opening 11 or 12 feet high.

Mr. Moorsom.—I don't see how it could be done, unless you raised the whole of the pier. You are tied by the level of the Praya at one end, and of the ship at the other end.

Mr. Smith asked Mr. Deane whether the tramway would cause an interruption to the traffic.

Mr. Deane said he thought there ought to be a system of signals.

The Chairman.—If you could do it in Madras you could surely do it here.

Mr. Ball asked Mr. Hayllar whether he could give them any idea as to the nature of the Ordinances in India.

Mr. Hayllar said it was not very definite, that often very large schemes were sanctioned by license of the Government without any act being passed. Such was the case with regard to the Elphinstone Works.

The Chairman.—My idea is that the Praya should be available from one end to the other for piers and tramways. As to persons driving about in carriages that is quite a secondary matter. The object with which people come to the Colony is business, not driving about in carriages.

Mr. Hayllar then addressed the Committee at some length, urging that the accomplishment of the scheme would be greatly beneficial to the public; that the interest which it had been stated would be interfered with had not been urged by the persons actually interested, and appeared to be much over-estimated by those who had spoken on them; that it had not been shown that the private interests of property holders would be interfered with, consent of all excepting one under peculiar circumstances having been obtained; that the Company were willing to make an opening 40 feet wide, but could not raise the level as suggested without endangering the carrying out of the scheme, which would in fact be so much altered thereby that they might not be able to hold the shareholders to it, but that in order to meet the exigencies of the public in every way, they would be willing to employ a tug-boat for towing the boats round when that was considered necessary by the Harbour Master.

The learned counsel having sat down,

Mr. Smith asked why in the 13th clause of the Ordinance 30 years were given to the Company.

Mr. Hayllar said they had asked 90, and Mr. Paunefoto gave them one-third. That was how it was done, but it was of no importance, because whatever an Ordinance could give an Ordinance could take away.

Mr. Sharp then said he had very few remarks to make. He thought if the scheme was so immensely important to the public as the learned counsel had stated, it would be worth while to spend a few thousand dollars in order to make it thoroughly satisfactory to the public. He might say that his client would have taken action in the matter before, but that they were given to understand there would be ample accommodation for cargo-boat traffic.

Mr. Hayllar said Mr. Sharp's client had been given to understand nothing. The Company had not been in communication with him. They had put a plan in the Surveyor General's Office, and if Mr. Mody did not go to see it that was not their fault.

Mr. Sharp said he had been given to understand that the opening would be large enough for cargo-boats.

Mr. Keswick said he had been given to understand the same thing.

The Chairman then suggested clearing the room, that the Committee might consider their report.

Mr. Smith said he supposed the learned Counsel for the Company would be heard again in case any material changes in the Ordinance were recommended by the Report.

The Chairman said he must say that, after the Company had advised with the officer of the Government and drawn up an Ordinance after his advice, it would be very unfair to the Company that at the last moment they should make important alterations, simply because the Government had changed its legal adviser. He considered that the Government were bound by the advice of Mr. Paunefoto.

Mr. Ball was about to reply, remarking that as a member of Council, and apart altogether from his legal position, he—

It was however decided not to proceed further in public, the Committee being apparently of opinion that these were matters to be considered with the Report.

The room was then cleared.

THE DISTRESS IN THE NORTH.

(Daily News Tientsin Correspondent.)

This region has now been inundated over three months, during which time the millet crops have been completely destroyed, the population thereby losing both their fuel and their food—the former derived from the stalks and the latter from the ears of the millet. Through the same cause, the crops of cabbages and vegetables have not been cultivated, and the food formerly derived from these sources is also absent. The heavy rains we have had this autumn, destroyed numbers of houses, in consequence of which a vast number of the inhabitants are now without a cover over their heads. These are the conditions under which over 2,000,000 of the population of the seaboard of this region are now existing. What will be the fate, during the next five months, of numbers of these people? Many thousands must die every month from cold and starvation. The question next naturally arises what arrangements are the Mandarins making to preserve the lives of the people under their care? I had a long conversation with an high official three days back, and I brought up the state of the country. He owned that the destitute population exceeded 2,000,000; that the extent of the region suffering from the inundation exceded the size I stated in my last letter, namely ten thousand English square miles; that the Viceroy had sent money to Lesontung (the Nowchwang region) and Shantung to buy grain for the destitute; that the people were at present dying from want of food; and they would later, in the winter months, die daily in greater numbers from starvation, and from the severe cold. I could not get him to say what amount of provision of grain Le-hung-chang had made arrangements to buy; but as far as I can learn there is no large quantity capable of being exported from these places this year; so the quantity likely to be brought will be small in comparison with what is wanted. I feel confident, judging from the manner the mandarin in question spoke of the steps taken by Le, that they were far from being adequate for the occasion; and that he had made up his mind to accept the worst fate for a vast mass of the population. He himself brought on the subject of the snake and snakes, said to be the spirits of the gods of the water elements; and I said, "I hear that there has been lately an addition to the one which originally came." He replied "yes; four more have appeared." (Shih, sze wei yew lai leaou); and it became manifest to me from his conversation that the Viceroy Le-hung-chang himself placed every faith in the "Tawang," the snake in question, as being the spirit of a god controlling the waters, and to which he prayed for aid in his present difficulty. He ought to be taught that "God helps those who help themselves," seeing he holds the lives of so many human beings in his hand, and take measures, by money and steamers, to import food ere the river closes; and cease to rely upon a miserable snake for aid. To grapple successfully with a disaster like this inundation would require the best efforts of our greatest statesmen in the West. With Chinese mandarins controlling the arrangements, what result can we expect? Complete failure, I fear, and the death of a million of people, at the least. Without mincing the matter, I may say that I believe the stronger of the population will, ere long, be living on the dead bodies of the weaker. I heard this morning that the Viceroy had announced his intention of starting soon for Paouting-foo. But I doubt this; it would look like a want of spirit to meet the approaching misery of winter, and a shirking from the performance of his duty at Tientsin. But, after all, what can we expect from a man who prays to a snake to aid him in his difficulties? For some weeks past there has been a rumour amongst the people of Tientsin that Le was going "daft." A month back I asked a mandarin what the Viceroy thought of the flood. "Oh," he replied, "he goes about all day in a short dress in his yamen (equivalent to an English gentleman going about in his shirt sleeves) in an excited state," which the mandarin looked upon as a sign of a great perturbment of mind in the big man.

* * * *

Tientsin, 21st October.

THE CONSERVATIVE PARTY.

(To the Editor of the Standard.)

SIR,—The following is a short statement of the present position of the two political parties in the House of Commons. After the general election of 1868 the Liberals numbered 388, the Conservatives 270; the latter thus being in a minority of 118. These numbers were subsequently reduced by the disfranchisement of Bridgwater, Beverley, Sligo, and Cashel, and stood thus:—

Liberals	386
Conservatives	267
Majority	118

A seat in Taunton was gained for the Liberals on a scrutiny, thus increasing their majority to 120. Since that time the Liberals have gained the following eight seats on new elections, viz.—Bewdley, Brecon, Bridgnorth, Dublin, London, Nottingham, Norwich, and Stalybridge: while the Conservatives have gained the following fourteen seats, viz:—Brecon, Colchester, Dumfries, Durham, Glasgow and Aberdeen Universities, Hereford, Newry, Shrewsbury, Southwark, Stafford, East Surrey, West Surrey, Wareham, and the Isle of Wight.

The Liberals, therefore, now number	380
The Conservatives	272
Seats disfranchised	6
Liberal majority, 103	658

I ought to mention that the new members for Meath and Westmeath can hardly be classed as Liberals, the former indeed having been opposed by a government candidate.—I am, Sir, your obedient servant, J. E. S.

Blackheath, August 23.

THE TRANSIT SYSTEM.

(Communicated to N. C. Herald.)

The treaty of Nankin stipulated for the conveyance of foreign merchandise, that is, merchandise of foreign origin, into the interior by Chinese under a transit system; and the treaty of Tientsin arranged the procedure and fixed the amount of the Transit Dues, and it further provided for what the treaty of Nankin had left untouched—the conveyance of native, or Chinese, produce, intended for shipment foreign, from the interior to a treaty port under a Transit system.

In discussing Transit questions, it must be kept in mind that there are two kinds of transit, viz., outward and inward, and that each has its own peculiarities.

When the ratifications of the Tientsin Treaty were exchanged in 1860, the Transit system stood thus: (out ward) *Foreign merchants* were authorised to go inland, purchase and convey to a treaty port native produce intended for shipment foreign, and (inward) Foreign and Chinese merchants were authorised to convey foreign merchandise from a treaty port to a *specified mart* in the interior; and, in each case, exemption from taxation *en route* was to be procured by the payment of a single tax—the treaty or tariff Transit Due. The first question that came up under the Transit system as established in 1860, was the following: Must the foreigner *in person* be with his merchandise *en route*, entering or leaving the interior? The Authorities at Pekin took a common sense view of the matter, and at once decided, in 1861, that the foreigner need not accompany his goods; he may employ any agents for their conveyance, but Agent, Goods and Certificate must travel in company, to secure exemption.

It was not till 1868 that any other question was referred to Peking. Meanwhile, however, the Transit stipulation *outward* was abused, and the double malpractice which constituted the abuse of the transit privilege or treaty right, induced inland officials to object to the transit system as a whole. The malpractice was of this kind: whereas it was only for native produce *intended for shipment foreign* that the transit system outward was devised, there were now foreign merchants who brought from the interior native produce owned by themselves but intended for other ports of China, and who protected such produce from ordinary inland taxation by carrying it under the transit system and as though intended for *bona fide export*; and there were other foreign merchants who brought down native produce from the interior in the same way—produce, which was not their own but *Chinese property*, and in respect of which the Chinese owners paid the Foreign merchant a more or less remunerative fee for the assistance which enabled the produce to evade local taxation inland. Chinese officials naturally objected to this abuse; and, while they allowed foreigners in charge of goods to pass on without difficulty, they carried their opposition to the abuse so far as to make it almost impossible for the native agent of the foreigner to bring down native produce really entitled to transit privileges. In some places, less experienced officials began to suppose that even foreign merchandise going inland, if under Chinese protection, was evading taxation, and therefore subject to confiscation. From 1868 the Provincial Officials were constantly complaining at the Yamen of the abuse of the Transit system; and the abuse of the system as intended for Produce Outward, added to the neglect to distinguish clearly between Transit Inward and Transit Outward, threatened to make the whole system inoperative.

In 1868, the question which came up was this. The Taotai at Ningpo had seized some goods of foreign origin which a Chinese merchant was carrying under a Transit Pass into the interior; the goods were Chinese property—had the Chinese merchant a right to the Transit privilege? The Taotai at Ningpo, on receipt of a note from the Consul questioning the propriety of the seizure, referred the matter to the Imperial Commissioner, Tseng-kwo-fan, who in turn referred it to the Yamen. The Yamen at once wrote back to say, that the Taotai's desire to guard against evasion of inland taxes had blinded him to his duties under foreign treaties, and ruled that, putting the stipulations of the Nankin and Tientsin Treaties side by side, their meaning clearly is that merchandise of foreign origin, no matter to whom belonging, may be taken into the interior by either foreigner or native, and participate in all the advantages of the Transit system, if provided with *and accompanied by a* Transit certificate (*shui tan*). The Imperial Commissioner was instructed by the Yamen to acquaint the various Custom-houses with the reply sent to the question that had arisen at Ningpo, for their guidance. The despatch is in the archives of each Custom-house, and a former Taotai at Shanghai printed and published it in a volume of regulations, as an authoritative interpretation of a treaty point that had been misunderstood.

The question as to the rights of foreign merchandise purchased by Chinese, had not come up for discussion before 1868, and when Sir Rutherford Alcock was in communication with the Yamen on the point, *à propos* of revision, the Yamen held that, under the Tientsin Treaty, *taken by itself* foreign merchandise could only claim the Transit right while belonging to Foreign merchants. Sir Rutherford Alcock pointed out that, under the Nankin Treaty, renewed by that of Tientsin, *origin* and *not ownership* was the condition; the Yamen replied that it had no copy of the Nankin Treaty (the original copy having been carried away from either the Imperial Commissioner Yeh's Yamen or the Yuan-Ming-Yuan); a copy was thereon procured, and Sir Rutherford Alcock's interpretation was held to be correct. It was just at this time that the Ningpo question came forward, and the Yamen's instructions were issued, in reply to it, without any foreign pressure or suggestion. When it was thus authoritatively stated that Chinese as well as Foreigners might be the owners, goods of foreign origin entering the interior in transit, it naturally followed that, for such goods, Chinese as well as Foreigners might apply for Transit Passes. And as the Yamen's action in 1868 was the issuing, for Chinese guidance, of what was merely a clearer statement of a rule already made public by the notification of Treaties, it was not thought in any way necessary to communicate the despatch to Foreign officials.

Some months back, the Newspapers stated that the Shanghai Customs required Foreign Merchants to declare that they themselves owned the merchandise for which they applied for Transit Passes. The moment this was known at Peking, the Yamen directed the Imperial Commissioner, Tsêng-kuo-fan, to inform the Taotai that merchandise of foreign origin can be taken into the interior in transit as well by Chinese as by Foreigners, and that consequently his action, which might lead to a repetition of the mistake made at Ningpo in 1868, ought to be discontinued. Since the receipt of those orders, the Transit Pass for goods of foreign origin about to be sent inland, and which are the property of Chinese, has been issued to Chinese on application. The Yamen's instructions were issued before the Consuls addressed the Taotai on the subject, and were neither more nor less than a repetition, addressed specially to Shanghai, of instructions issued for the information of all the Ports in 1868.

The instructions lately received by the Taotai at Shanghai have not been sent to the Taotai at Ningpo; and the proclamation recently translated as published at Ningpo refers to a distinct and separate question.

The position in which transit business now stands, as understood by the Yamen and Foreign Representatives at Peking, is as follows:—

1.—*Inward Transit.*—Goods of foreign origin, no matter whether owned by natives or foreigners, may be carried inland, from a port to the mart named in the certificate, in transit, and the certificate may be applied for by native or foreigner without distinction. The certificate lapses on arrival at the place specified, and thereafter the goods, having once entered the stream of general Chinese trade, are liable to the incidence of local taxation. The certificate is simply a *Transit* certificate; *it protects from a port to a place.*

2.—*Outward Transit.*—Native Produce purchased by Foreigners or by Natives the agents of Foreigners, if intended for exportation, that is for shipment to a foreign country, may be brought from the interior to a Treaty Port in transit by Foreigners or their agents. Produce not intended for shipment foreign is *not* entitled to the Transit privilege, even should it be the *bona fide* property of Foreigners. Produce which is the property of Chinese is not permitted to be covered by Transit certificates. Chinese applicants are not allowed to take out such native produce certificates, and Foreigners who lend their names to Chinese to procure such certificates, are abusing a Treaty right and assisting natives to evade the authorised taxes of the interior.

As regards *Inward Transit*, it has been supposed that Sir Rutherford Alcock at one time upheld the broad interpretation which allows Chinese to take foreign merchandise inland in transit, and that at a late period both H. E. himself and the British Government withdrew from that interpretation. Such is not the case, however; from first to last Sir Rutherford Alcock maintained that *origin and not ownership* was the condition, but, at one time, H. E. went further than the British Government could authorise: he maintained that a transit due once paid, frees merchandise from all other taxation, and in that view he was wrong, for the only taxation which the payment of a transit due frees from is *taxation en route from a Treaty Port to a specified place*, no matter how distant from the port that place may be. Sir Rutherford Alcock did not make use of such exact language as should make his meaning unmistakeable, but if the reader will remark the difference between Inward and Outward Transit, and also recollect that, in respect of Inward Transit, foreign merchandise may be viewed in three distinct stages, H.E.'s remarks will be quite intelligible. There is a time, first of all, during which Inward certificates can be obtained, and that time is while the goods are still at the Treaty Port; there is, secondly, a time during which such Inward certificates are valid and to be respected, and that time is while the goods are travelling from the Treaty Port to a specified place accompanied by that certificate; and there is, lastly, a time after which certificates cannot be obtained, or after which certificates previously obtained are no longer of any value, and that time is when, in the vicinity of the port, goods that have not taken out Transit certificates mingle in the stream of Chinese traffic, or when, in the interior, goods which have been protected by a certificate have arrived at the place specified or cease to be accompanied by the certificate. What Sir Rutherford Alcock's remarks meant was, that during the first period and at a port, Transit Certificates ought to be issued to foreign merchandise irrespective of ownership—that, during the second period, *en route* from a port to a place, Inward Certificates ought to protect Foreign Goods, no matter by whom owned or conveyed, from taxation—and that, during the third period, after arrival at the place specified, not even the fact of a transit due having been paid in the first instance nor continued foreign ownership could protect from taxation Foreign Goods unaccompanied by a valid certificate.

In issuing its instructions in 1868, and in repeating them to the Shanghai Customs in 1871, the Yamen has made no new concession in respect of *Inward Transit*, but has merely honestly ordered subordinate offices to give full and proper effect to a previously existing right. In 1870, however, and in respect of *Outward Transit*, the Yamen did make a concession; in the Revised Treaty, rejected at the prayer of the Mercantile Communities, the Yamen had agreed to regard *destination and ownership* as the condition of the title of *Native Produce* to the Transit privilege.

THE FIJI ISLANDS.

(Pall Mall Gazette.)

There is something almost touching in the friendless position of the Fiji Islands at the present time. They have been bawled about most persistently from one great Power to another, and the answer to each and every application has been in effect, "No child of mine." England treated the idea of a Protectorate with scorn; America calculated that she had enough to do with her own Indians; the Australian colonies, which are deeply interested in the establishment of a responsible Government in this particular group, are quite unable to do anything except to recommend Great Britain to "annex" it; the only polite answer was obtained from Prince Bismarck, of all people in the world. Nearly eighteen months ago, in reply to a numerously signed petition requesting that the Fiji Islands should be placed under the Prussian flag, he wrote a civil letter with his own hand to the leading merchant in Fiji, a North German, and expressed his regret that the state of affairs in Europe prevented him from giving attention to Fiji just then, but he hinted that no long time might elapse ere Prussia would be at liberty to act in the South Seas. Hitherto, however, Fiji has benefited as little by Bismark's politeness as by England's contemptuous silence. It is worth while to remember that there are between 3,000 and 4,000 of our countrymen now in Fiji, in the midst of 200,000 natives, and the numbers of new settlers is increasing every day. In addition to other causes of disturbance, the labour traffic is going on briskly from the neighbouring groups, and Chinese coolies are either already imported or about to be imported. Altogether it seems scarcely creditable to England that a colony of this description should spring up in the South Pacific without any attention being paid to its growth.

WHAT TO DO WITH PRISONERS.

(Pall Mall Gazette.)

Among other things which require attention during the Hampshire campaign is the disposal of prisoners. Under existing arrangements we shall find more difficulty in dealing with the whole Prussian army when it capitulates than when it faces us as a foe. It is easier to find ammunition in this country than lodging or food, and to discharge a shower of lead in an enemy's face than to cram quartern loaves down his throat. Farseeing men, such as guardians of poor-law unions and vestrymen, view with no small alarm the possibility at no distant day of a large capitulation taking place on these shores. The question with them is not so much "How shall we defend ourselves?" as "What shall we do with our prisoners?" A most inconvenient practice has arisen in modern warfare of surrendering in enormous numbers without the slightest consideration for the captors. In old days foes had at least the generosity not to lay down their arms until the greater part of them were slaughtered, but no scruples of this kind now prevent armies from constituting themselves prisoners by hundreds of thousands at a moment's notice. It might be well for us to ascertain without loss of time how many prisoners we are able to accommodate at a pinch, and give public notice on the Continent that only a limited number will be permitted to throw aside their defensive weapons if they come among us. Even in time of peace we cannot find means to entertain distinguished visitors, still less are we prepared when the whole country is unhinged by war to maintain in idleness a vast host of ill-conditioned men who prefer captivity to death. We have literally no place in which to put them unless it is the Alexandra Palace, Muswell-hill, and that building is about to be turned to other purposes connected with the promotion of general peace. It fact, it would suit us all far better to be taken into captivity ourselves and carried up the Rhine in steamboats, leaving the ruthless invader to sit down and weep by the waters of the Thames at Barking Creek, than to have a great disarmed body of them kicking their heels about the place and casting an additional burden on the ratepayers.

GOLD WANTED.

(Pall Mall Gazette.)

Since 1782, when Dr. Price committed suicide rather than demonstrate to the Royal Society the truth of his assertion that he could manufacture gold, but little has been heard in this country of the science of alchemy. Yet, notwithstanding all the gold discoveries of late years and the "plethora of capital" in the City, there is a great demand for money among all classes, more especially the poor, and there can be no doubt that there is a fine opening at present for a good active alchemist, who, if he would supply us at a reasonable rate with enough gold to ensure that nob

MEDICAL MISSION-WORK IN CHINA.

Foreign Missionary work has been very much blamed during the last few years for the occurrence of political complications which have arisen in some of the more uncivilised parts of the world. These complications have been caused in some degree perhaps by the injudicious procedures of missionaries, but there is one form of missionary effort which is certainly not open to the charge of being the instrument of inciting or fomenting hostility to European interests, but the reverse, and that is medical mission-work. We might in proof of this assertion refer to the facts detailed in the various reports of several of the hospitals in foreign parts which are in connection with the London Missionary Society, but we will derive our warrant for the assertion above made from the particulars given in the ninth annual report for the year 1870 of the Peking Hospital, which is under the charge of Dr. Dudgeon. It is not difficult to understand that the application of European remedies by the skilful hand of the educated English practitioner will often bring about the cure not only of severe and grave diseases, which, in such places as China, remain absolutely incurable, if only because the native medicaments and practices are such as to prevent recovery; but also rapidly that of a multitude of simple ailments, which, from a similar cause, have generally an unnecessarily lengthy duration, which, indeed, would be avoided if only the cases were left entirely to nature. This greatly impresses the uncivilised, but shrewd native who has something tangible to show in himself in proof that the doctor's mission is one of peace and utility. His confidence is by-and-bye won, and the way more readily opened to the operation of higher civilising influences. The report of the Pekin Hospital is both instructive and amusing, as it affords many illustrations of the prejudices, character, and habits of the Chinese. The year 1870 was an eventful year for the hospital. The wide-spread uneasiness among all classes caused by the sad events at Tientsin in June greatly affected the attendance at the hospital, though about 80 miles distant from the scene of the appalling catastrophe alluded to. The attendance of patients in 1870 was 11,061, as against 14,420 in 1869. But indications of returning confidence have shown themselves, and the people seem now more friendly than ever towards the institution. But there is one event which has advertised the hospital very widely, and given it an improved status in the eyes of the Chinese. This is the posting up all over the city in December last of a huge yellow placard, setting forth that a great man had been saved from death by the physician of the hospital. The proclamation ran as follows:—

"Wu Yun Chung of the Red Banner, of the Han China Tsiang Camp, in order to make known the following notice:—In the 9th year of Tung Chih, 4th month, and 2nd day, at the review ground of my own banner, at the time of review, the thumb, a portion of my forefinger, and palm of the left hand, were blown off by the explosion of my gun. Immediately I became insensible, and the flow of blood could not be stopped. Doctors and drugs were of no avail. Thereupon I was carried to the English Hospital, situated on the east side of the street to the north of Tang pai lou, and I prayed the great venerable English surgeon to cure me, who immediately staunched the blood, relieved me of the pain, and by the evening I could eat and drink. On this account I retained life. I cannot divine any method of recompensing such favour. I therefore have resolved to issue this public notification, that all men may know that the merit of the venerable doctor—in saving and giving life to men—is unlimited."

This announcement has been followed by more placards by grateful patients, a practice that is imitated, it seems, by the members of the native faculty for the purpose of self-puffing. There is a good deal of resemblance even in this little matter between the practices of our own country and those of China, it would seem, and not alone in medical matters. Dr. Dudgeon, too, has been taken into the confidence of some of great ones of the city—no less awful a personage than the President of the Board of Punishment, and also the family of the Chief Secretaries of State. So that European physic is coming to the front in Pekin. One case was that of a young lady who had a bad leg, which baffled the skill of the native doctors, and who could not get married because of the disease. She was happily cured in a couple of months, to the delight and astonishment of the friends; and this led to the visit of many of the respectable people, as out-patients, to the hospital. Prince Palin, 500 miles off Pekin, actually sent some of his retainers to the hospital for a supply of cough mixture, so far and successfully had the news of the good done at the institution travelled.

It is impossible to doubt that the institution is doing much to gradually dispel very many of the absurd prejudices and hostilities against foreigners that exist, and we are glad to find evidence of this in the statement that the Chinese are showing an increasing desire, not only for a better acquaintance with foreign ideas as regards medicine, but also appliances of all kinds, and matters of science generally. The Prince, a pretty frequent visitor to the shop lately opened for the sale of anti-opium pills, in connection with the hospital, is reported to have said, after being shown over the gas works, the photographic rooms, and the like, that "all that is wanted by our people is to know more of you foreigners; the more we know of you the better we like you, and we cannot know you and not like you." No doubt there is much sincerity in this; but it would be gratifying if the approval of foreign ideas and matters was coincident with a little less of massacre outbreaks. However, it is a fact that some of the rich Chinese have already ordered from England many appliances which, a few years since, they would never have dreamt of regarding but with feelings of horror and dismay. But about the pill-shop. The habits of opium-eating and smoking are terribly difficult, of course, to give up, but a large number of people do manage to relinquish them, and they are helped to do so materially by the pills, which can be bought at the "shop." The pills are made of henbane, gentian, camphor, quinine, cayenne pepper, ginger, and cinnamon, with castile soap and syrup to form the mass. These pills relieve the craving and distress felt on giving up the opium. Some of the grateful patients laud the doctor into no little predicament by the enormity of their gratitude, and the curious form it takes. The Mongols are very grateful. Pheasants, butter, and a horse made up one present offered to Dr. Dudgeon. But on all occasions it is first necessary to accept a hadack or consecrated white silk handkerchief. These hadacks are blessed by the living Buddha or Lamas, who recite prescribed prayers, and it is only after this ceremony that they are suffered to acquire supernatural virtue. Unless the hadack is accepted presents cannot be given. The Mongols and Tibetans hang them before their idols, to give due weight to their prayers or offerings, and they are presented as tokens of friendship, and take the place of our immortelles and the like. One of the greatest gifts that can be bestowed upon one appears to be a canine calculus. The actual practice of the native doctors is referred to in several particulars but there is one only to which we shall refer here. It indicates the little chance which the sick have, as we remarked at the outset of this article, of recovering when in the hands of "the native talent." In the use of mercury as a medicine the Chinese doctors surpass the most "heroic" treatment even of the old Indian doctors. An ordinary prescription is 180 grains of saltpetre and 300 grains of calomel for a single dose. The appearance of one poor patient who applied at the hospital, after taking half this dose, baffles description. Her tongue was 1½ inch thick, the gums and jaws of unusual size, the mouth could not be shut, and the tongue could hardly be contained in it; the chest and throat were greatly swollen, and swallowing was impossible. No wonder death took place in a few days. An individual dosed with mercury always has a pencil tied in the mouth, like a bit, at night to help the flow out of it of saliva, of the poison of the mercury, as it is called.

As regards what may be termed the true missionary work something is being done. The medical is disarming prejudice, winning confidence and regard, and preparing the way for the other work. Dr. Dudgeon affirms that the former has done a little in the way of advancing knowledge and civilisation, and a great deal for poor suffering humanity. The field is peculiarly hard, the labourers few, and in the comparative infancy of mission work in China, analogy and experience teach us that it is yet early to expect great results. Information and knowledge must still be more widely diffused by all the means and appliances at command, he adds, before we can expect such an anti-foreign, indifferent, superstitious, immoral, proud, and mandarin-ridden people to embrace Christianity or adopt Western modes of thought and action. We can only hope devoutly the good work in hand will be resolutely pushed on.

"DENS IN LONDON."

(*Pall Mall Gazette.*)

The Local Government Board have a good opportunity of inaugurating their regime by acting on a hint given to them by Dr. Hardwicke, the coroner, on Saturday (Sept. 9), when he held an inquest on the body of a little child whose death, according to the verdict of the jury, was "accelerated by the foul air of the place in which her parents lodged." The delightful home in which this poor child breathed its last is situated in the "Hat-in-Ton-yard," Hatton-wall, and in the whole course of his experience as coroner and medical officer of health Dr. Hardwicke said he had never visited such disgraceful dens as existed in this yard. He had been in every part of the metropolis, but never saw anything to approach this place for filth and stench. Places like this were the birthplace of fever, cholera, and other contagious diseases, and were the cause of great loss of life, and entailed great ills on those who did not actually succumb to the pestilence. The medical officer of the parish, added Dr. Hardwicke, was "too kind" to the landlords of dens of this kind, who appeared to enjoy quite a monopoly, and while taking care to have their rents, neglected the duty they owed to their unfortunate tenants. Dr. Hardwicke's observations on the "Hat-in-Ton-yard" apply, as we have often pointed out, to nearly all the dens which disgrace this metropolis. The medical officers of the parish are "too kind" to the landlords, who are generally vestrymen, and the wretched people who are doomed to live and die in these horrible charnel houses are utterly forgotten, not only by local government, but also by that, more magnificent Government that frames Army and Ballot Bills in Downing-street.

The *Standard's* Berlin correspondent says that the Prussian army is increased to a peace footing of 460,000 men. Moltke is appointed Chief Marshal of the Empire.

A new telescopic planet was discovered on the 12th October, at Marseilles, by M. Borelly, in the constellation of Pisces. Its positions were—Mean time of Marseilles, 12h. 46m. 28 sec.; R. A. 23h. 49m. 1.57 sec.; Polar dist., 88 deg. 41m. 49.9I sec.

COMMERCIAL INTELLIGENCE.

NOVEMBER 6TH, EVENING.

Owing to receipt of telegraphic intelligence from Calcutta, of a decline in the value of Patna opium there of about 50 rupees a chest, the market from the opening rate of the morning, $720, closed weak at $715, with more sellers than buyers. Sales have been reported from speculators' hands at $712½. Altogether, there has been an undue pressure in the absence of a legitimate demand, brought to bear it down to a figure which shows a heavy loss on the result of the 11th auction. Benares has been placed at $710 cash, and $717½ on credit. Malwa, $660 on credit.

NOVEMBER 7TH, MORNING.

Patna, $712½ to $717; Benares, $710 to $715, on cash and credit terms, subject to fluctuation under speculative influence. No change in Malwa.

Bank Shares have slightly declined, and cash sales have been made at 62½ per cent. for old, and 60 per cent. for new. Hongkong Fires have again advanced, closing with buyers at $550 for cash, and $572½ for end of January; Chinas and Victorias are quiet at $62 per share. Steamboats are steady at 37½ to 38 per cent. premium for cash. Hotels are slightly in demand at 60 per cent. discount. There is nothing doing in Docks or Sugars. Pier Shares are lower, sales being made at $12 per share discount.

SHARES.

Hongkong Bank Shares, Old—62 per cent. premium.

Hongkong Bank Shares, New—60 per cent. premium.

Union Insurance Society of Canton, new shares—$1,500 per share premium.

China Traders' Insurance Company's Shares—$2,500 per share premium.

China and Japan Marine Insurance—Tls. 95 per share premium.

Chinese Insurance Company.—$100 per share premium.

Hongkong Fire Insurance Company's Shares—$350 per share premium.

China Fire Insurance Company's Shares—$62 per share premium.

Victoria Fire Insurance Company's Shares—$62 per share premium.

Hongkong and Whampoa Dock Company's Shares—25 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—37½ to 38 per cent. premium.

Shanghai Steam Navigation Company—Tls. 82½ per share premium.

China Sea, Saigon, and Straits Steamship Company—5 per cent. discount.

China and Straits Steam Navigation Company—25 per cent. discount.

Hongkong Gas Company's Shares—$62 per share.

Hongkong Hotel Company's Shares—60 per cent. discount.

Hongkong Distillery Company—10 per cent. premium.

Indo-Chinese Sugar Company—$18 per share discount.

Hongkong Pier and Godown Company, Limited—$12 per share discount.

EXCHANGE.

ON LONDON.—

Bank Bills, at 3 months' sight,
Bank Bills, at 6 months' sight, 4/4½ to 4/4½
Credits, at 6 months' sight 4/4½
Documentary Bills, at 6 months' sight 4/4½
Bank Bills on demand, ... 4/3

ON NEW YORK.—

Private, 5 months' sight ..... —

ON BOMBAY.—Bank, 3 days' sight 220

ON CALCUTTA.—Bank, 3 days' sight 220

ON SHANGHAI.—

Bank, 3 days' sight 72½
Bank, 15 days sight 72½
Private, 30 days' sight 72½

SALES ON NOVEMBER 6TH, 1871.

As reported by Chinese.

Betel Nuts, 400 piculs, at $2.90, by Shun-chun-shing to Canton merchant.

Betel Nuts, 250 piculs, at $2.80, by Shun-chun-shing to Canton merchant.

Saigon Rice, 3,000 piculs, at $2.23, by Fook-mow-loong to Hongkong merchant.

Bombay Cotton, 70 bales, at $14.75, by Parsee merchant to Kin-shing-cheong.

Bombay Cotton, 50 bales, at $17.00, by Parsee merchant to Yuet-loong.

Calcutta Cotton, 50 bales, at $17.00, by Parsee merchant to Kin-shing-cheong.

T-Cloths, 7lbs., 1,000 pieces, at $2.08, by foreign merchant by retail.

T-Cloths, 7lbs., 1,000 pieces, at $1.85, by foreign merchant to Hongkong merchant.

Saigon Rice, 1,000 piculs, at $2.40, by Yuen-tai to Hongkong merchant.

Bombay Cotton, 26 bales, at $15.00, by Parsee merchant to Kin-hing-cheong.

Bombay Cotton, 52 bales, at 13.50, by Parsee merchant to Tai-hing.

Flat Iron, 300 bundles, at $2.90, by foreign merchant to On-kee.

GEORGE GLASSE,
(FIVE YEARS MANAGER TO KINSFORD & Co., PICCADILLY, LONDON, AND 28, PLACE VENDOME, PARIS),
ENGLISH AND FOREIGN CHEMIST
VICTORIA DISPENSARY,
HONGKONG AND YOKOHAMA.
SHIPS' MEDICINE-CHESTS SUPPLIED AND REFITTED.
tf 2036 Hongkong, 3rd September, 1867.

NOW READY

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrappers, ...$1.50
Neatly Bound,... ... ... $2.00
Apply at the *Daily Press* Office.

IT is hereby notified that the interest, and connexion of Messrs. LO WING CHOON and LO YU YOW, with the undersigned firm ceased from the 1st of May, 1871, and that the undersigned will not hold himself RESPONSIBLE for any debts, whatever contracted by the said LO WING CHOON and LO YU YOW of the TYE SENG HOE.
LO KEE SENG.
6m 1399 Singapore, 1st August, 1871.

DENTISTRY
BY
V. D. COLLINS, D.D.S.,
No. 7, Arbuthnot Road,
HONGKONG.
tf 1219 Hongkong, 17th July, 1871.

Vessels Advertised as Loading.

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Dispatched.
LONDON	Elfin	Beer	Hongkong	Carlowitz & Co.	Quick dispatch.
SUEZ	Australia (str.)		Hongkong	P. & O. S. N. Co.	On the 15th proximo.
HAMBURG	Bertha	Rose	Hongkong	Wm. Pustau & Co.	Quick dispatch.
NEW YORK	St. Pauli		Whampoa	Olyphant & Co.	Quick dispatch.
Do.	Birdston		Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Early Morn		Hongkong	Russell & Co.	Quick dispatch.
SAN FRANCISCO	Quickstep	A. P. Chase	Hongkong	Russell & Co.	Quick dispatch.
Do.	Yosemite		Hongkong	Russell & Co.	Quick dispatch.
Do.	Florella	F. G. Peabody	Hongkong	Augustine Heard & Co.	Quick dispatch.
MELBOURNE & SYDNEY	Jane Speirs	C. T. Brown	Hongkong	Russell & Co.	Quick dispatch.
DUNEDIN (N.Z.) & M'BOURNE	Whirlwind	Graham	Hongkong	Rozario & Co.	Quick dispatch.
Do. Do.	Sea Gull	Marshall	Hongkong	Russell & Co.	Quick dispatch.
S'PORE, P'ANG, & CALCUTTA	China (str.)	Gardner	Hongkong	David Sassoon, Sons & Co.	Quick dispatch.
SAIGON AND BANGKOK	Luzon (str.)	C. C. Williams	Hongkong	Bourjau, Hubener & Co.	On the 14th inst., at 2 P.M.
YOKOHAMA	Ellora (str.)		Hongkong	P. & O. S. N. Co.	Quick dispatch.
Do.	Volga (str.)	Flambeau	Hongkong	Messageries Maritimes	Quick dispatch.
SHANGHAI	Tigre (str.)	Bolleve	Hongkong	Messageries Maritimes	Quick dispatch.
Do.	Emerald (str.)		Hongkong	Olyphant & Co.	Quick dispatch.
NINGPO AND SHANGHAI	Sedan (str.)	H. W. Winter	Hongkong	Siemssen & Co.	To-morrow.
SWATOW, AMOY & FOOCHOW	Formosa (str.)	Burns	Hongkong	Douglas Lapraik & Co.	To-day, at 2 P.M.

For Sale.

VICTORIA EXCHANGE,

SAYLE & Co.,

SILK MERCERS, TAILORS, & GENERAL WAREHOUSEMEN,

Solicit inspection of the undermentioned Goods for the Autumn and Winter Season.

Black GRACES and GROS GRAINS.
Self Colored and Fancy SILKS.
A large Stock of Fancy and Broche POPLINS.
Black and Colored Silk VELVETS.
Black and Brown VELVETEENS.
Fancy DRESSES, in Reps, Serges, Silk and Wool.
MIXTURES, WINSEYS, and Printed ALPACCAS.
Wool PLAIDS, Clan Patterns.
French MERINOS and LAMAS, all Colors.
Black and Colored Dress TRIMMINGS, in Cotton, Mohair, Silk, and Satin.
Silk and Satin BUTTONS.
HABERDASHERY.
Scotch and Manchester MUSLINS.

Black and White Blond LACES.
Plain and Figured TULLES.
Real LACES, of all descriptions.
LINEN SETS.
LACE SETS and SLEEVES.
RIBBONS.
Ladies' and Children's HOSIERY.
Irish LINENS and LONG CLOTHS.
PRINTS and BRILLIANTS.

KID GLOVES, in Black, White and Colors; Our usual make. A fresh supply monthly during the Season.
Cloth, Woollen and Silk GLOVES.
Fancy Woollen HOSIERY, MITTS, CUFFS, Wool BOOTS, HOODS, Alexandra JACKETS and CAPES.

Self Colored Lama SHAWLS.
Wool Square and Long SHAWLS, Clan Patterns.
Cloth, Silk and Velvet JACKETS.

Ladies' and Children's made-up UNDER-CLOTHING, SKIRTS and SKIRTINGS.

Ladies' and Children's Straw and Felt HATS Trimmed HATS and Millinery BONNETS.

White and Colored FLANNELS.

DRESS MAKING.

For Gentlemen's Advertisement see To-morrow's Issue.

AND AT CORNER OF NANKIN AND SZECHUN ROAD, SHANGHAI.

FOR SALE.

ONE 8 H.P. Horizontal Steam ENGINE, with Boiler and Mountings, complete.
Two Albion PRINTING PRESSES.
One Columbian do.
One large Plotting MACHINE.
A Radial Drilling MACHINE.
One Crab WINCH.
One Self-acting SAW BENCH, complete, with one Saw.
One Vertical DRILL.
One Donkey PUMP.
For particulars, apply to
DOUGLAS LAPRAIK & Co.
tf 894 Hongkong, 24th May, 1871.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax } CANVAS.
Crown
ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

FOR SALE,
Ex str. "Glengyle," and late arrivals.
GENUINE La Fermie CIGARRETTES, of assorted sizes.
Smoking TOBACCOS and SNUFFS.
Genuine Havana CIGARS, from $5 to $20 per 100.
Finest Cavite and Manila CIGARS and CHEROOTS.
Meerschaum PIPES, &c., &c.
J. C. KRUSE,
No. 10, Queen's Road Central.
1m 1743 Hongkong, 12th October, 1871.

The Chronicle and Directory for 1871.

NOW READY.

THIS Work, now in the NINTH year of its existence, is ready for delivery.
It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.
In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1871" has been further augmented by the addition of a Chrome-lithograph plate of the
NEW CODE OF SIGNALS IN USE
AT THE PEAK;
also of the
VARIOUS HOUSE FLAGS;
MAPS OF HONGKONG, JAPAN,
and of the
THE COAST OF CHINA;
besides other local information and statistics corrected to date of publication, tending to make this work the *vade mecum* for all Public, Mercantile and General Offices.
As already announced, the Directory is published in Two Forms, Complete at $5, or with the Lists of Residents, Port Directories, Maps, &c., at $3.
Copies may be obtained at the *Daily Press* Office, and of the following Agents:—
Messrs. DROWN & Co., Swatow.
" WILSON, NICHOLLS & Co., Amoy.
" HARDE & Co., Foochow.
" KELLY & Co., Shanghai.
Mr. J. R. BLACK, *Japan Gazette* Office, Yokohama.
Messrs. TRUBNER & Co., Paternoster Row, London.
Mr. G. STREET, Cornhill, London.
Mr. F. ALGAR, Clement's Lane, London.
Messrs. BAINES, HENDY & Co., Old Jewry, London.
Mr. L. P. SIEBERS, Merchants' Exchange San Francisco.

For Sale.

FOR SALE.

Ex "Belted Will," "Cornavia," "Ambassador," &c., &c.

BASS & CO.'S OCTOBER BREW, in hogsheads and kilderkins.
Barclay & Co.'s PORTER, in hogsheads.
BEST JAMAICA RUM, in do.
BURKE'S DUBLIN STOUT, in quarts and pints.
BASS'S ALE, by Cameron and Saunders in quarts and pints.
Duff Gordon's SHERRIES, different seals.
Superior Old Vintage PORT.
Hennessy's BRANDY, 1 star and 3 stars.
AVH GIN, in red cases.
Krug & Co.'s CHAMPAGNE, in quarts and pints.
CROSSE & BLACKWELL'S OILMAN'S STORES.
HAMS, CHEESE, BACON, in tins.
Truffled PATES, FOIE GRAS, Preserved PROVISIONS of every description, American, English, Dutch, French and German VEGETABLES, in large assortment.
FINEST FRENCH BUTTER, in bottles.
PRIME DANISH BUTTER, in 7 lbs. Tins.
Sill's and Holstein BUTTER, in kegs.
RUSSIAN CAVIAR.
VANILLA BEANS.
TEYSSONEAUX JAMS, JELLIES, and FRUITS, in Juice and Brandy.
MENTIEF'S CHOCOLATE, *yellow, brown, and vent.*
At LAMMERT, ATKINSON & Co.
tf 906 Hongkong, 25th May, 1871.

FOR SALE.

CLARET, in wood.
ROAPILLION and BANDOL, in wood.
Breakfast and Dinner CLARETS, from $3 50 upwards.
Chateau LAFITTE.
Haute BRION.
Rhenish WINES, large assortment.
Sparkling HOCK and MOSELLE.
Haut BARSAC and SAUTERNE.
French LIQUEURS, CHARTREUSE, &c., &c., ABSYNTH.
Vermuth NOUILLY PRAT.
Wynand FOKINKS, double Orange CURACOA.
At LAMMERT, ATKINSON & Co.
tf 907 Hongkong, 25th May, 1871.

A MONTILLADO, ... per 1 doz. Case $13
PALE SHERRY, " 1 " $8
Superior MEDOC, " 1 " $6
Superior ST. JULIEN, " 1 " $10
Sparkling MOSELLE, " 1 " $14
G. H. Mumm's CHAMPAGNE, 1 " $15
BRANDY, $6 to $12, " 1 "
REYNOLDS & Co.
tf 1670 Hongkong, 2nd October, 1871.

NOW READY.

BOUND VOLUMES of the TRADE REPORT for the year 1870. Price $10.
Apply at the *Daily Press* Office.
Hongkong, 1st February, 1871.

FOR SALE.

BRANDY, Fins Bois.
" Fine Champagne.
CLARET, Breakfast.
" Dinner.
Sparkling HOCK.
" MOSELLE.
Still HOCK.
F. PEIL.
tf 310 Hongkong, 15th February, 1871.

FOR SALE.

ONE Superior High Pressure Horizontal STATIONARY STEAM ENGINE, complete, of 10 Horse Power.
One highly finished Extra-strong and Powerful Direct-acting Single Cylinder PORTABLE STEAM ENGINE, complete, of 12 Horse Power, manufactured by Messrs. CHARLES D. YOUNG & CO., PERTH. Apply to
MELCHERS & Co.
3m 1426 Hongkong, 23rd August, 1871.

FOR SALE,
CHAMPAGNE:—
ROEDERER CARTE NOIR.
ROEDERER CARTE BLANCHE.
ROEDERER CARTE BLANCHE DORE.
ROEDERER GLADIATEUR.
SANDER & Co.,
Sole Agents for Hongkong and China.
tf 1694 Hongkong, 3rd September, 1869.

WATHAM'S BRANDY in 1 doz. cases.
" SHERRY " 3 "
" PORT " 2 "
" CLARET " 1 "
BIRLEY & Co.

NOW READY.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY WITH THE PUNTI AND MANDARIN PRONUNCIATION.

AN ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR scope and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

The scope of the work is so great, and its utilitarian purposes so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully, with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

Vessels on the Berth.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"FORMOSA,"

Captain Young, will be despatched for the above Ports TO-DAY, the 7th instant, at 2 P.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
2d 1906 Hongkong, 6th November, 1871.

FOR NINGPO AND SHANGHAI.

THE German Steamship

"SEDAN,"

H. W. Winter, Master, will be despatched TO-MORROW, the 8th inst., at noon, as above.
For Freight or Passage, apply to
SIEMSSEN & Co.
1967 Hongkong, 6th November, 1871.

FOR SHANGHAI.

THE British Steamer

"EMERALD,"

will have immediate despatch for the above Port.
For Freight or Passage, apply to
OLYPHANT & Co.
tf 1968 Hongkong, 6th November, 1871.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANÇAIS.

THE Company's Steamer

"TIGRE,"

Commandant Boileve, will be dispatched for SHANGHAI *(direct)*, shortly after the arrival of the next French Mail.
C. BERTRAND,
Principal Agent.
tf 1903 Hongkong, 6th November, 1871.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POST FRANCAIS.

THE Company's Steamer

"VOLGA,"

Commandant Flambeau, will be dispatched for YOKOHAMA *(Direct)*, shortly after the arrival of the next French Mail.
C. BERTRAND,
Principal Agent.
tf 1904 Hongkong, 6th November, 1871.

FOR SAIGON AND BANGKOK.

THE American Steamer

"LUZON,"

C. C. Williams, Commander, expected from Swatow on or about the 9th instant, will leave for the above ports on the 12th inst.
No correspondence will be received by the agents or on board.
For Freight or Passage, apply to
BOURJAU, HUBENER & Co.
tf 1890 Hongkong, 3rd November, 1871.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s steamship

"ELLORA,"

will leave for the above place shortly after the arrival of the next English Mail.
A. McIVER, *Superintendent.*
P. & O. S. N. Co.'s Office,
Hongkong, 2nd November, 1871. [tf 1884

THE P. & O. S. N. Co.'s Steamship

"AUSTRALIA,"

leaving Hongkong with H. M. Mails, Passengers, Specie and Cargo on the 15th proximo, will proceed through to Suez.
A. McIVER, *Superintendent.*
P. & O. S. N. Co.'s Office,
Hongkong, 21st October, 1871. [tf 1809

FOR SAN FRANCISCO.

THE A 1 American Clipper-barque

"QUICKSTEP,"

A. P. Chase, Master, will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1783 Hongkong, 18th October, 1871.

FOR SAN FRANCISCO,
To follow the "Quickstep."

THE A 1 American Ship

"YOSEMITE,"

will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1784 Hongkong, 18th October, 1871.

FOR NEW YORK.

THE A 1 British Ship

"EARLY MORN,"

will load at Whampoa as above, and have immediate despatch.
For Freight, apply to
RUSSELL & Co.
tf 1785 Hongkong, 18th October, 1871.

FOR MELBOURNE AND SYDNEY.

THE A 1 British Barque

"JANE SPEIRS,"

398 Tons Register, C. T. Brown, Master, will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1684 Hongkong, 3rd October, 1871.

FOR HAMBURG *(direct)*.

THE German 3-masted Schooner

"BERTHA,"

Rose, Master, will load as above at Whampoa and Macao, and have quick despatch.
For Freight, apply to
WM. PUSTAU & Co.
tf 1611 Hongkong, 22nd September, 1871.

FOR NEW YORK.

THE A 1 British Ship

"BIRDSTON,"

will load at this and Whampoa for the above port, and have quick despatch.
For Freight, apply to
VOGELS, HAGEDORN & Co.
tf 1604 Hongkong, 21st September, 1871.

FOR DUNEDIN, (NEW ZEALAND,) AND MELBOURNE.

THE A 1 British Clipper-barque

"SEA GULL,"

Marshall, Master, having the greater portion of her Cargo engaged, will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1632 Hongkong, 26th September, 1871.

FOR SAN FRANCISCO.

THE American Ship

"FLORELLA,"

Capt. F. G. Peabody, will have quick despatch for the above port.
For Freight, apply to
AUGUSTINE HEARD & Co.
4w 1795 Hongkong, 19th October, 1871.

FOR NEW YORK.

THE A 1 North German Barque

"ST. PAULI,"

will load at this and Whampoa for New York, and will have quick despatch.
For Freight, apply to
OLYPHANT & Co.
tf 1530 Hongkong, 7th September, 1871.

Vessels on the Berth.

FOR DUNEDIN (N.Z.) AND MELBOURNE.

THE Clipper Ship

"WHIRLWIND,"

Capt. Graham, having the greater portion of her Cargo and Passengers engaged, will have immediate despatch for the above ports.
For Freight or Passage, apply to
ROZARIO & Co.
tf 1627 Hongkong, 25th September, 1871.

FOR LONDON,
With immediate despatch.

THE A 1 British Barque

"ELFIN,"

Capt. Beer, has room for a limited amount of Cargo.
Apply to
CARLOWITZ & Co.
tf 1557 Hongkong, 28th September, 1871.

FOR FREIGHT OR CHARTER.

THE A 1 British Ship

"ILIONE,"

742 Tons Register, Captain Thomas Rapson.
Applications to be made to
BIRLEY & Co.,
Agents.
tf 1885 Hongkong, 2nd November, 1871.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES,
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, MARSEILLES;
ALSO,
MAHE, ST. DENIS, PORT LOUIS.

ON WEDNESDAY, the 8th November, at noon, the Company's S. S. "*PROVENCE*," Commandant MACAIRE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping orders will be granted till noon, and Cargo will be received on board until 4 P.M., Specie and Parcels until 3 o'clock P.M. on the 7th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
C. BERTRAND,
Principal Agent.
Hongkong, 30th October, 1871.

THROUGH U.S. MAIL LINE
FROM
CHINA AND JAPAN TO NEW YORK.

PACIFIC MAIL S. S. COMPANY
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE S. S. "*GREAT REPUBLIC*," Captain COBB, will leave Hongkong for San Francisco via Yokohama on SATURDAY, the 11th of November next, at 3 o'clock P.M., taking Passengers, Mails and Freight, for the United States, Canada, Central and South America, and Europe.
A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.
The "*GREAT REPUBLIC*" will be due at San Francisco December 16th, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York and for all the principal cities in the interior and upon the Atlantic Seaboard. The time between San Francisco and New York by First-class Passenger trains is six days and twenty hours; and the distance 3,312 miles.
The Silver Palace Sleeping Cars are run through on these trains, making Drawing Room Cars by day, and Sleeping Cars by night; and are of the latest and best American pattern, being unexcelled for comfort and convenience.
At New York, Passengers have selection of various lines of Steamers to England, France and Germany.
Through Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, and San Francisco, for the Overland Railroad, and to Europe by connecting Lines of Steamers. The Overland Railroad Companies *Guarantee* 12 days time for Silk and 18 days for Tea, and General Merchandise, between San Francisco and New York.
Favorable arrangements have been made for Through Passengers and Freight to America from Calcutta, Penang and Singapore, and from Swatow, Amoy and Foochow.
Return Passage Tickets issued at a reduction of 20% on regular rates.
Value and weight of Parcel Packages required; all Packages should be marked to address in full.
No Freight received after noon of the 10th prox. No Parcel Packages received after 5 P.M. same day.
For further information as to Passage or Freight, apply at the Agency of the Company, *Praya West.*
T. A. HARRIS,
Agent.
Hongkong, October 12th, 1871.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, MARSEILLES, OTHER MEDITERRANEAN PORTS, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*AUSTRALIA*," Captain J. S. MURRAY, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on WEDNESDAY, the 15th instant, at noon.
Cargo will be received on board until noon, Specie and Parcels at the office until 2 P.M. on the 14th idem.
For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.
*** A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.
The Company reserve the option of forwarding all goods shipped by their Steamers for Europe, through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
A. McIVER, *Superintendent,*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 3rd November, 1871.

NOTICE.

THE undersigned are prepared to SUPPLY STEAMERS with good CARDIFF COAL at $12 per Ton, delivered alongside.
TAN KEN SENG & BROS.
tf 1470 Saigon, August, 1871.

煤炭記華
WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the Public that his Shop has been established since 1855, at *

Extracts.

Naples under King Bomba.

During eight or nine months of the year the palace is unoccupied and the gardens unused. A special permission from the Royal Major Domo is necessary for every visit. Any decent government would throw them open to the public, who have no tolerable walk, except the three-quarters of a mile of the Villa Reale, a shady terrace overlooking the sea, but cold at this season after three o'clock. This Government seems to be utterly indifferent to the comfort of the people. Sunday, December 15. We walked along the Villa Reale, Mergellina, and up the Vomero hill. It was almost unpleasantly hot. The disgusting population of Naples was all abroad—basking, quarrelling, gambling, and begging over the whole road. In cold countries the debased classes keep at home; here they live in the streets; and as the dwellings of the rich and poor intermingle, the same house, which in its first and second floors is a palace, having often its cellars turned into dens of misery and vice, you never are free from the sight, or indeed, from the contact of loathsome degradation. I never saw so hateful a people; they look as wicked as they are squalid and unhealthy. I see why they were decimated by cholera.—Monday, Dec. 16. I walked to the villa of Madam T. We talked of the king. "He is not," she said, "a man of much literature. His father kept all his children uneducated—they could scarcely read. But he has seen and thought a good deal. He is admirable in private life, and full of good intentions and kindness as a public man. His task is not an easy one. The people whom he has to govern are children not knowing what they want, and never wanting the same thing two days running. His ministers are not much better, and he is surrounded by a hostile diplomacy.—*Journals kept in France and Italy. By the late Nassau William Senior.*

Dickens a Ventriloquist.

The extent and variety of Dickens's tones were wonderful. Once he described to me in an inimitable way a scene he witnessed many years ago at a London theatre, and I am certain no professional ventriloquist could have reproduced it better. I could never persuade him to repeat the description in presence of others; but he did it for me several times during our walks into the country, where he was, of course, unobserved. His recital of the incident was irresistibly droll, and no words of mine can give the *situation* even as he gave it. He said he was once sitting in the pit of a London theatre, when two men came in and took places directly in front of him. Both were evidently strangers from the country, and not very familiar with the stage. One of them was stone deaf, and relied entirely upon his friend to keep him informed of the dialogue and story of the play as it went on, by having bawled into his ear, word for word, as near as possible, what the actors and actresses were saying. The man who could hear became intensely interested in the play, and kept close watch of the stage. The deaf man also shared in the progressive action of the drama, and rated his friend soundly, in a loud voice, if a stitch in the story of the play were inadvertently dropped. Dickens gave the two voices of these two spectators with his best comic and dramatic power. Notwithstanding the roars of the audience, for the scene in the pit grew immensely funny to them as it went on, the deaf man and his friend were too much interested in the main business of the evening to observe that they were noticed. One bawled louder, and the other, with his elevated ear-trumpet, listened more intently than ever. At length the scene culminated in a most unexpected manner. "Now," screamed the hearing man to the deaf one, "they are going to elope!" "*Who* is going to elope?" asked the deaf man, in a loud, vehement tone. "Why, them two, the young man in the red coat and the girl in a white gown, that's a talking together now, and just going off the stage!" "Well, then, you must have missed telling me something they've said before," roared the other in an enraged and stentorian voice; "for there was nothing in their conduct all the evening, as you have been representing it to me, that would warrant them in such a proceeding!" At which the audience could not hear it any longer, and screamed their delight till the curtain fell.—"*Our Whispering Gallery,*" *in the Atlantic Monthly.*

Mohammedan Superstition.

On our arrival at Keneh the reis was taken ill. The poor old fellow had been sick after his evening meal, and I found him so weak that he could scarcely stand, with cold perspiration on the forehead, and a pulse barely perceptible. The symptoms were not difficult to account for. He had broken a fourteen hours' rigid fast by swallowing, as greedily as such an abstinence made natural, a handful of sweet dates, a lapful of raw onions, and a barley roll, bigger than his fist, just baked, heavy, and utterly indigestible, as only an Arab barley roll can be. Nature by a timely rebellion against such brutal treatment, freed his faint old stomach from oppression, and prepared it for a dose of Liebig and cognac, to be followed an hour or so afterwards by a couple of outlets. For two or three days the old man continued so weak that I began to be alarmed; he could not be induced to break the fast, and it was wretched to see him getting fainter and fainter as the day wore on. But there was nothing to be done. "You may cut my throat," he said, "but you cannot make me eat." We told him that the soup was medicine. "Not smoke, nor bread, nor water, nor medicine," he replied; "should cross his lips till the day's fast was over; and if he died for want of medicine, why it was Allah's will, and it was good." So we had to content ourselves with making ready the soup and cognac, and administering them as soon after sunset as we dared. For it was we who gave the signal that the day's penance was over. At the large towns a gun is fired nightly through Ramadan, to let the Mussulman world know that eating and smoking may be resumed without sin. Out of reach of the sound of the gun, the men have to guess the moment of legality, unless some watch-possessing infidel is by to save the true believer from needless, or impatient fault. At Cairo, we were requested to note the minute of the gun's discharge, and every day afterwards the weaker vessels of the crew assembled in front of us, and anxiously waited for our signal to fall to and drink the coffee that was waiting, or to light the cigarette already rolled. So long as the reis was well we were virtuous, or nearly so, and would not make it 5.15 p. m., until the watch hand approached the desired quarter; but it was impossible to look at the old man's wan face, as the long minutes after sundown dragged slowly by, and not to fudge. We did so a night or two after leaving Keneh, and the men were already hard at work eating, drinking, smoking, when the boom of a very distant gun floated over us with the gentle evening air. The crew sprang up aghast, the reis spat out his mouthful of food with rage, and for a moment I was afraid they would think we had been tricking them intentionally into an offence against Ramadan. So we instantly called the reis and Radouan, and shewed our watches, which, as they did not understand, they were ready to believe, in proof that the hour was the same as they had told us to note at Cairo; and as it would have been useless to explain that the watches had gone fast, we fell back on the fact, that as we were some hundred miles farther south, the sun set here somewhat later. Radouan knew this, he said, to be true. Then, we added, it is clear that the man who fired the gun took his time from the sun, and had not fired it according to the true Cairo time. He was wrong, and they had not broken their fast: look at the watch! They were hungry and content.—*The Nile without a Dragoman. By Frederic Edon.*

Our Dreams.

(*Written for the "Alta California."*)

Have you ever studied attentively the nature of dreams? Have you inquired into all their peculiarities? Some have defined them "our mental states when we are asleep;" others have termed them "intellectual operations," or "conceptions of the imagination;" or even "repetitions of our customary and prevailing associations in the state of repose." Undoubtedly, each of these definitions describes in part, at least, the subject in question. No one will deny that dreams are acts of the soul while the body is at rest. But you cannot judge of the faculties which are the productive cause of dreams, and of their power and the nature of the dream itself, unless you carefully examine what a dream is by its effects and the adjuncts that surround it.

Beyond controversy, all the faculties of the soul take an active part in the production of dreams. Memory brings back the materials of ideas furnished by the senses, intellect and imagination in the state of wakefulness. Imagination paints them in lively colors and makes them appear as absolute realities. The intellect perfectly understands the whole train of ideas, and the will spontaneously clings to the objects represented, or turns away from them in proportion as they agree or disagree with its propensities. This shows conclusively that dreams are not the results of one single faculty, and that their entity is compound.

But although dreams are operations of the soul and results of the activity of different faculties, the acts from which they coalesce are not as perfect in time of sleep as in wake-time. Memory for instance recalls in sleep ideas in a confused and incomplete manner. Imagination confounds the qualities and parts of subjects and apportions them to other objects without any regard to fitness. Her pictures resemble very much the pagan fictions of old, which represented a satyr as a monster, part man and part goat, and the siren half woman and half fish. Imagination often ascribes effects to wrong causes. A bottle of hot water applied to the feet of a sick man while he was asleep induced him to believe that he was making a journey to the top of Mount Ætna, and the heat was insupportable. The intellect also is defective in dream. For through its operations, as we shall soon observe, are perfect in their spiritual entity, yet it no longer examines the truth or falsehood of the representations of the imaginations as in the state of wakefulness and permits the mind to be led into error. Finally, the will in conformity with its propensities follows eagerly even the shadow of good, and turns away with horror from the appearances of evil with little or no concern as to its mortality.

Here, then, it is proper to ask, shall dreams which frequently coalesce from false conceptions of the imagination and are not rectified by the intellect—nay, though sometimes obscene, are approved by the will—be regarded as superior productions of the soul? To us they resemble very much like bodily deformities which offsprings inherit from diseased parents. How preposterous is it then to associate such imperfect operations of our nature during sleep, with the idea of infinite perfection and wisdom, and to regard them as heavenly manifestations auguring to us good or evil? If deliberate and perfect thoughts, conceived in a state of wakefulness, establish no connection between the present and the future, and are never looked upon as prophetic by any sensible man, shall incongruous visions of an erratic imagination in time of sleep be received as omens portending fortune or misfortune? They who link the arena of heaven with such inferior acts of our nature, not only betray ignorance and superstition, but are guilty of irreverence toward the Supreme Being. The Divine manifestations, however, of which we read in the Bible as having been made in sleep to some distinguished persons in ancient times, have nothing in common with human dreams of which we are now speaking. To confound the one with the other is a gross error. But let us revert to our subject.

Though the intellect, memory and imagination often concur in the formation of dreams, the respective operation of each faculty differ both in character and intensity. Imagination is undoubtedly the principal agent; or, to use a familiar expression, is the chief manufacturer of dreams. For we observe that the ideas represented to the mind in dreams generally refer to material objects, and are exhibited in such lively colors as to appear to the mind absolute realities. Now, no other power but the imagination can so paint objects to the mind. And it is, perhaps, for this reason that persons possessed with vivid imaginations are more than others, *ceteris paribus*, subject to dreams.

It seems, however, unfortunate that the imagination should be made the controlling power in our dreams; for it is undoubtedly a most eccentric faculty. If combines qualities which belong to different objects, destroys space and time, and exhibits in the same tableau objects which belong to far remote periods. It describes our inward sensations to false causes and often alarms our passions when they slumber. It makes us shout with joy without motive, and utter cries of sorrow without reason. The worst of all is, that while our passions are thus aroused, and all is terror and consternation in our mind, we are helpless in sleep, because the intellect is unable to correct the misrepresentations of the imagination in our sleep. What wonder, then, if impelled as it were by despair we make frantic efforts to arouse ourselves from that painful state of unconsciousness and by violent contortions of the body manifest to others our deep anguish until sometimes we utter cries which alarm our neighbors? Deprived in sleep of our ordinary guides—intellect and senses—we are then like a ship without mast, without rudder, tossed to and fro by the fury of the merciless waves. And is not this an additional reason why no faith should be placed in dreams, since we are so often deceived in them by the imagination?

Nevertheless, since in dreams not only the imagination but the intellect also has a part, that state of the mind is not altogether wanting in beneficial results. The clear conception of images in dreaming is undoubtedly as a highly intellectual operation as that which is performed by the same faculty in the state of wakefulness. Nay, it is true that the comprehension of ideas of any kind is then more clear and distinct than at other times. In proof of this, facts are cited of celebrated mathematicians who solved in dreams problems which they were unable to unravel when awake. Others finished in that state the most abstruse calculations; and Franklin has attested that the most difficult political questions were unfolded to him in dreaming. Orators and poets have more than once found the vein of thought opened to them in dream. Nor must this phenomenon cease any surprise. The intellect is undoubtedly better adapted to comprehend ideas, and discern the truth of propositions, when the mind is clear of the mist of ideas introduced by external objects through the senses. These avenues of the soul are, as it were, closed in sleep, and ideas from external objects seldom obtain admission; as a result, with the exception of the ideas created by the imagination, the intellect has then less occasion of distraction; its conceptions, therefore, are more vivid and clear, and its acts more perfect.

We have given you in brief, the operative causes of dreams. There are others, no less influential, which serve as instruments and occasions in exciting them, and are divided into external and internal. But, as you are probably tired of this long philosophical disquisition, we shall rest until we hear from you whether the discussion of this subject has proved interesting; if so, we will continue it at some future time.

A. L.

The Population.

When we examine into the increase of our population, the conclusions to which we are forced appear to be very alarming. The population of this country doubles itself in about 50 years. This is a fact to start with, and it only requires the application of a little arithmetic to show what would be the result of a continuance of the same state of things. If the population is multiplied by 2 every 50 years, it will be multiplied by 4 every century, by 16 every 200 years, by 256 every 400 years, by more than 1000 every 500 years, by more than 1,000,000 in 1000 years' time, and by more than 1,000,000,000,000 in 2000 years, as compared with the starting point. To put it in another form. If the population were to continue to increase at its present rate the whole surface of the globe would in 657 years be closely packed with human beings, at the rate of four to every square yard. It is needless to point out that the poverty of this vast number of human beings would be very great, and that the more nearly we approach to that condition, the more bitter must the struggle for existence become. However greatly revenues may increase, whatever changes may be made in the distribution, the earth will not support more than a certain number of human beings. Their multiplication must sooner or later be checked, and the sooner the better. The pressure of this great fast is being felt already. Where there were five men or women seeking employment ten years ago, there are six in quest of it now, and this not in any one trade only but in all. Unless our income continues to increase as steadily as the population, six labourers in 1881 will have to be contented with the same limited means of enjoyment as are the share of five labourers now; and not only so, but according to the economic law of diminishing return the income must increase considerably more rapidly than the population in order to supply each labourer with the same share as he received while the population was smaller.—*The Mechanics' Magazine.*

A SHARK.—Some men who were fishing for conger outside Plymouth Breakwater, suddenly felt something heavy upon their lines, which turned out to be a shark of seven feet in length. With some difficulty it was hauled in and killed, and it was then taken in to Plymouth and exhibited.

Past Praying for.

An American paper tells the following story of an "artist in grave-stones," at Pittsfield, Massachusetts:—"Some time since one of his countrymen and fellow Catholics died, and on his grave-stone was inscribed, by order of his son, the pious legend, 'Pray for the soul of Hugh Donahue.' But soon after a miracle, or something like it, happened to Donahue *fils*. He was converted to Protestantism, and with a troubled conscience he hastened to the sculptor with, 'I say, Mullany, I've become a Protestant.' Mullany grunting 'I know it;' he continued, 'and, I must have the Papistry taken out of that stone. Mullany, the dead are past praying for.' The artist scratched his head a minute, and then, with a chuckle and a twinkle of the eye such as an Irishman only can achieve, he exclaimed, 'All right, I have it! I'll fix yez.' And he did, for when the son next visited his father's grave, an enormous 'Don't' filled the space above the obnoxious legend, and it read, 'Don't pray for the soul of Hugh Donahue.'"

A laboring man in Dover, N. H., who works for one dollar and twenty-five cents a day, has just given five hundred dollars to a church—*Exchange.* [This is an example we hope to see generally followed. Whoever shall give five hundred dollars to a church, him we hope to see labor for one dollar and twenty-five cents a day.—*News Letter.*

Insurances.

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES.

Société anonyme libre au Capital de 6,000,000 de francs (un quart versé.)

THIS Company, being associated for purposes of Marine Insurance in the Far East, with the

LLOYD FRANCAIS, Capital of 6,000,000 frcs.,
And with the OIE FRANCAISE D'ASSURANCES MARITIMES,
Capital of.....5,000,000 frcs.,
Offers to the ASSURED the Security of a collective Capital of.....17,000,000 frcs.

Agencies established, and Policies made payable in Lyons, Paris, London, Marseilles, Calcutta, Bombay, Yokohama, Hongkong and Shanghai.

The undersigned, having been appointed Agents in China for the above-named Company, are prepared to accept Marine risks, foreign or coastwise, at current rates.

RUSSELL & Co.

tf 1377 Hongkong, 23rd July, 1870.

PACIFIC INSURANCE COMPANY, OF SAN FRANCISCO, CALIFORNIA.

LOSSES payable without extra charge in SAN FRANCISCO, NEW-YORK, LIVERPOOL, or LONDON.

MERCHANDISE with average accepted at current rates by STEAMERS and strictly A 1 SAILING VESSELS.

OVERLAND RAILROAD.

Risks Free of Particular average accepted from SAN FRANCISCO to any city in the UNITED STATES not south of ST. LOUIS, by RAIL, at one half per cent. net.

RUSSELL & Co.,
Agents,
Hongkong and Shanghai.

tf 970

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days ¼ of the annual rate.
Not exceeding 1 month ½ of the annual rate.
Above 1 month, and not exceeding.....} 3 „ ¼ do. do.
Above 3 months and not exceeding.....} 6 „ ¼ do. do.
Above 6 months the full annual rate.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.

tf 675 Hongkong, 13th August, 1869.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and Issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1351 Hongkong, 7th June, 1867.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

THE LIVERPOOL AND BOMBAY TRADERS' INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Marine Risks at current rates.

HOLLIDAY, WISE & Co.

tf 777 Hongkong, 25th April 1870.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON.

ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent,*

tf Hongkong, 1st July, 1867.

THE LONDON ASSURANCE,
INCORPORATED BY ROYAL CHARTER
OF
HIS MAJESTY KING GEORGE THE FIRST,
A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT,

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1927 Hongkong, 1st November, 1870.

NOTICE.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents of the above Insurance Company, are prepared to issue Policies against Marine risks on Freight and Cargo at Current rates, subject to a discount of 15%.

BUTTERFIELD & SWIRE.

tf 1753 Hongkong, 1st October, 1870.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings' Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.

Hongkong, 1st January, 1867.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THIS Company grants Policies on Marine Risks at the established local Rates, to all parts of the World.

In addition to the usual brokerage, thirty per Cent (30%) of the Profits will be returned as Bonus to all contributors of business, whether Shareholders or not, rateably in proportion to the amount of Net Premia contributed.

No Policy Fees charged.

WM. PUSTAU & Co.,
Agents.

tf 1402 Hongkong, 27th July, 1870.

Insurances.

PACIFIC INSURANCE COMPANY. SAN FRANCISCO.

THE Undersigned, Agents for the above Company, are prepared to grant POLICIES against Fire on Buildings and Goods, at current rates.

RUSSELL & Co.

tf 366 Hongkong, 7th February, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above INSURANCE COMPANY, are prepared to grant Policies covering Marine Risks at the Current Rates.

RUSSELL & Co.

tf 573 Hongkong, 2nd March, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

In addition to the usual brokerage, this Association returns to the assured *Twenty per cent. of its yearly profits*, divided *pro rata* to the net premium contributed.

RUSSELL & Co.,
Secretaries.

tf 1089 Hongkong, 1st January, 1870.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies gainst Sea Risks at current rates.

RUSSELL & Co.

tf 1022 Hongkong, 1st April, 1865.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co.,
Secretaries.

tf 557 Hongkong, 1st April, 1871.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding 1 month ¼ of the annual rate
Above 1 month, and not exceeding.....} 3 „ ¼ do. do.
Above 3 months and not exceeding.....} 6 „ ¼ do. do.
Above 6 months the full annual rate.

GILMAN & Co., *Agents,*
North British & Mercantile Insurance Company.

tf 696 Hongkong, 7th April 1868.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days, ¼ of the annual rate.
Not exceeding 1 month. ½ do. do.
Above 1 month and not exceeding 3 months...} ¾ do. do.
Above 3 months and not exceeding 6 months...} ¾ do. do.

NORTON, LYALL & Co.,
Agents the Queen Insurance Company.

tf 242 Hongkong, 22nd January, 1870.

THE QUEEN INSURANCE COMPANY.

CAPITAL.—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, is prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.

NORTON, LYALL & Co.

tf 241 Hongkong, 22nd January, 1870.

THE GUARDIAN FIRE AND LIFE ASSURANCE COMPANY.

No. 11, LOMBARD STREET, LONDON, E.C.
ESTABLISHED 1821,
And empowered by special Acts of Parliament.

Subscribed Capital—£2,000,000, Sterling.

THE Undersigned having been duly appointed Agents for the above Company, are prepared to take risks against Fire, on the usual terms.

OLYPHANT & Co.

tf 2317 Hongkong, 7th December, 1869.

IMPERIAL FIRE INSURANCE COMPANY

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents.} ¾ per cent.
Other dwelling Houses, used strictly as such, and their contents.} ¾ per cent.
Godowns, Offices, Shops, &c., and their contents.} 1 per cent

GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company

tf 864 Hongkong, 7th March, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents.} ¾ per cent. per annum
Other dwelling Houses used strictly as such, and their contents.} ¾
Godowns, Offices, Shops, &c., and their contents.} 1 „

GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.

tf 886 Hongkong, 10th March, 1868.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days ¼ of the annual rates
Not exceeding 1 month ½ do. do.
Above 1 month, and not exceeding three months.} ¾ do. do.
Above 3 months, and not exceeding six months....} ¾ do. do.
Above six months the full annual rate.

JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.

tf 678 Hongkong, 26th August, 1869.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.

GIBB, LIVINGSTON & Co.

tf Hongkong, 24th August, 1864.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—

Detached and semi-detached Dwelling Houses (removed from the town) and their contents.} ¼ per cent
Other Dwelling Houses (similarly situated) and their contents} ½ per cent.
Offices and Godowns and their contents.} 1 per cent.

Other Risks by Special arrangement.

The following rates will be charged for SHORT PERIOD Policies:—

Not exceeding 10 days ⅛ per cent.
Not exceeding.....1 month ¼ per cent.
Above 1 month, and not exceeding.....} 3 „ ¼ „
Above 3 months, and not exceeding.....} 6 „ ¼ „
Above 6 months, the full annual rate ½

ROBT. S. WALKER & Co.,
Agents, Royal Insurance Company.

tf 1763 Hongkong, 13th September, 1869.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 6th March, 1868.

Business Announcements

LIST of PUBLICATIONS and of BOOKS kept in numbers by
Messrs. TRÜBNER & CO.,
60, PATERNOSTER ROW, LONDON.

Orders will be received by
W. H. BELL,
Daily Press Office,
AND
Messrs. LANE, CRAWFORD & CO.,
Queen's Road, Hongkong.

ALCOCK.—A Practical Grammar of the Japanese Language. By Sir Rutherford Alcock, Resident British Minister at Jeddo. 4to. pp. 61, sewed 18s.

ALCOCK.—Familiar Dialogues in Japanese, with English and French Translations, for the use of Students. By Sir Rutherford Alcock. 8vo. pp. viii. and 40, sewed. Paris and London, 1865. 6s.

ANDREWS.—A Dictionary of the Hawaiian Language, to which is appended an English-Hawaiian Vocabulary, and a Chronological Table of Remarkable Events. By Lorrin Andrews. 8vo. pp. 580, cloth £1 11s. 6d.

BELLOWS.—English Outline Vocabulary for the use of Students of the Chinese, Japanese, and other Languages. Arranged by John Bellows. With Notes on the writing of Chinese with Roman Letters. By Professor Summers, King's College, London. 1 vol. crown 8vo., pp. 6 and 338, cloth. 8s.

BEAL.—The travels of the Buddhist Pilgrim, Fah Hian. Translated from the Chinese. With notes and Prolegomena by S. Beal, Chaplain in Her Majesty's Fleet, a member of the Royal Asiatic Society, and formerly of Trinity College, Cambridge. Crown 8vo. cloth.

CALLERY.—Dictionnaire Phonétique de la Langue Chinoise. Par I. M. Callery. Two volumes. 8vo., Macao, 1841. £3. 3s.

CURTIUS.—Proeve eener Japansche Spraakkunst van Mr. J. H. Donker Curtius, Nederlandsche Commissaris in Japan, &c. Toegelicht door Dr. J. Hoffmann, uitgegeven op last van zyne Excellentie den Minister van Koloniën. Large 8vo., pp. xvi. and 250. Leyden, 1867. £1 10s.

CHINESE Miscellany, consisting of original extracts from Chinese authors, in the native character; with Translations and Philological remarks. By Rob. Morrison. 4vo., pp. 52, bound, calf. London, 1823. 18s.

CHINESE REPOSITORY.—Vol. XII., No. 9, 11, 12; XIII. 8, 11; XV. 1, 5, 6; XVI. 1, 4, 6, 7; XVII. 1, 2, 5, 9, 11.

CHALMERS.—The Origin of the Chinese; an Attempt to Trace the connection of the Chinese with Western Nations in their Religion, Superstitions, Arts, Language, and Traditions. By John Chalmers, A.M. Foolscap 8vo., cloth, pp. 78. 2s. 6d.

CHALMERS.—The Origin of the Chinese. An attempt to trace the connection of the Chinese with Western nations in their Religion, Superstitions, Arts, Language and Traditions. By John Chalmers, A.M., fcp. 8vo., pp. 80, cloth. London, 1866. 2s. 6d.

CHALMERS.—The Speculations of Metaphysics, Polity, and Morality of the Old Philosopher, Lau-Tse. Translated from the Chinese, with an Introduction by John Chalmers, M.A. Fcp. 8vo., cloth pp. XX. and 62. London, 1868. 4s. 6d.

DARBY.—Guide des armées alliées en Chine, ou Dialogues sur les reconnaissances en trois langues, Français, Anglais, Chinois. Cr. 8vo. Paris, 1859 8s.

DU PONCEAU.—A Dissertation on the Nature and Character of the Chinese system of writing, etc., etc. 8vo. pp. xxxii. and 376, boards. Philadelphia, 1838. (2 cop.)

Business Announcements.

EDKINS.—A Grammar of the Chinese colloquial language, commonly called the Mandarin dialect. By Joseph Edkins, B.A., London, Foreign Associate of the Ethnographical Society of France, of the London Missionary Society, Peking. Second edition. Royal 8vo., pp. viii. and 230, sewed. Shanghai, 1864. £1 11s. 6d.

EDKINS.—Progressive Lessons in the Chinese spoken Language, with lists of common words and phrases and appendix containing the laws of tones in the Peking dialect. By Joseph Edkins, London Missionary Society, Peking. Second edition. 8vo., pp. vi. and 104, sewed. Shanghai, 1864. 14s.

GRADUATED READING; comprising a circle of knowledge in 280 lessons. (Chinese and English). Gradation I. Second edition, improved 8vo., 50 sheets. (The first edition appeared in 1856.) Hongkong, 1864. 2s. 6d.

HOFFMANN.—A Japanese Grammar. By J. J. Hoffmann, Phil. Doc., member of the Royal Academy of Sciences, &c., &c. Published by command of His Majesty's Minister for Colonial affairs. Royal 8vo., pp. x. and 350, sewed. Leiden, 1868.

UDSON.—Important considerations relative to English Translations, in reply to the proposal for a new version of the sacred scriptures into the Chinese Language. By Th. H. Hudson. 8vo. Shanghai, 1866. 2s.

ERNISZ.—A Guide to Conversation in the English and Chinese Languages, for the use of Americans and Chinese in California and elsewhere. By Stanislas Hernisz. Square 8vo., pp. 274, sewed. 10s. 6d. The Chinese Characters contained in this work are from the collections of Chinese groups, engraved on steel, and cast into moveable types, by Mr. Marcellin Legrand, engraver to the Imperial Printing Office at Paris. They are used by most of the missions to China.

HEPBURN.—A Japanese and English Dictionary; with an English and Japanese index. By J. C. Hepburn, A.M., M.D. Imperial 8vo., pp. xii. and 560 and 132, cloth, Shanghai, 1867. £5 5s.

HYACINTHE'S Russo-Chinese Grammar printed at St. Petersburg. 4to. £1 11s. 6d.

JAPANESE DICTIONARY.—A pocket dictionary of the English and Japanese languages. Second and revised edition. Published by Hodikosi Kamousokay (the first edition being published by Hon Tatanoskay.) Oblong 4to., pp. ii. and 998, cloth, Yeddo, 1866. £3 3s.

JOURNAL of the Shanghai Literary and Scientific Society, No. I. June, 1859. 8vo., Shanghai, 1859. (5 copies) each 9s.

JOURNAL of the North-China Branch of the Royal Asiatic Society, No. II, May, 1859. (10 copies) each 10s.
ditto, ditto, New Series, No. I, December, 1864. (7 copies) each 10s.
ditto, ditto, New Series, No. II, December, 1865, (15 copies) each 10s.

JULIEN.—San-Tsen-King. Trium litterarum liber, a Wang-Po-Heou sub finem XIII. Saeculi compositus sinicum textum adjecta 214 clavium tabulae et latinum verdia Stanislas Julien. 8vo. Paris, 1864. 2s. 6d.

JULIEN.—Thsien-Tsen-Wen. Le livre de mille mots le plus ancien livre élémentaire des Chinois public en Chinois avec une double traduction et des notes par Stanislas Julien. 8vo. Paris, 1864. 5s.

JULIEN.—Exercices pratiques d'analyse de syntaxe et de lexigraphie Chinoise. Par Stanislas Julien. 8vo., pp. xxiii. and 270. Paris, 1869.

JU-KIAO-LI, ou les 2 cousines, Roman Chinois, traduit par Abel-Rémusat, 4 Vols., Cr. 8vo., Paris 1826.

KIDD.—Catalogue of the Chinese library of the Royal Asiatic Society. By the Rev. S. Kidd. 8vo., pp. 58, sewed. 1s.

LANCTOT.—Chinese and English Phrase Book with the Chinese pronunciation indicated in English, specially adapted for the use of merchants, travellers, and families. By Benoni Lanctot. Second edition, revised and enlarged. 12mo., pp. 88, sewed. San Francisco, 1867. 5s.

Business Announcements.

LEGGE.—The Life and Teachings of Confucius, with Explanatory Notes. By James Legge, D.D. Reproduced for General Readers from the Author's work, "The Chinese Classics," with the original Text. Crown 8vo., cloth, pp. vi. and 389. 10s. 6d.

LEGGE.—The Chinese Classics. With a translation, Critical and Exegetical, Notes, Prolegomena, and Copious Indexes. By James Legge, D.D., of the London Missionary Society. In seven vols. Vol. I containing Confucian Analects, the Great Learning, and the Doctrine of the Mean. 8vo. pp. 526, cloth. £2 2s.—Vol. II., containing the Works of Mencius. 8vo. pp 634, cloth. £2 2s.—Vol. III. Part I., containing the First Part of the Shoo-King, or the Books of T. Ang, the Books of Yu, the Books of Hia, the Books of Shang, and the Prolegomena. Royal 8vo. pp. viii. and 280, cloth. £2 2s.—Vol. III. Part II., containing the Fifth Part of the Shoo-King, or the Books of Chow and the Indexes. Royal 8vo. pp. 281—736, cloth, £2 2s.

LIGGINS.—One thousand familiar phrases in English and Japanese. By the Rev. John Liggins, for several years a missionary in China and Japan. Second edition, 8vo., pp. 60, sewed. New York, 1867.

LAUTERBACH.—Méprises Singulières de quelques Linologues par W. Lauterbach. 8vo. Paris 1867. 1s. 6d.

LANGDON.—A Descriptive Catalogue of the Chinese Collection now exhibiting at St. George's Place, Hyde Park Corner; with condensed accounts of the genius, government, history, etc., of the Celestial Empire. By W. B. Langdon, 8vo., cloth. London, 1848. 4s. 6d.

MARTIN.—The Analytical Reader; a short method for learning to read and write Chinese. By the Rev. W. A. P. Martin, D.D. And a vocabulary of two thousand frequent characters, with their most common significations, and the sounds of the Peking dialect. 4to., pp. iv. 142 and 56. Half bound. Shanghai, 1863. 25s.

MACGOWAN.—A collection of phrases in the Shanghai dialect, systematically arranged. By the Rev. John Macgowan. 8vo., pp. viii. and 194, sewed. Shanghai, 1862. £1 2s. 6d.

MEDHURST.—Dictionary of the Favorlang dialect of the Formosan language. By Gilbertus Happart. Translated from the transactions of the Batavian Literary Society, by W. H. Medhurst. 18mo., pp. 384. Batavia, 1840. 7s. 6d.

MEDHURST.—On the true meaning of the word Shin, as exhibited in the quotations adduced under that word in the Chinese imperial thesaurus, called Pei-wan-yun-fou. Translated by W. H. Medhurst. 8vo. Shanghai, 1849. 5s.

MARSHMAN.—The works of Confucius, containing the origina text with a Translation. Vol. I, all ever publ., 4vo., pp. 738, bound. Serampore, 1809. £3 3s

PAGES.—Dictionnaire Japonais-Français
Contents:—1. La transcription des mots et exemples Japonais.
2. Les caractères Japonais.
3. L'interprétation.
Traduit du Dictionnaire Japonais.—Portugais, composé par les Missionaries de la Compagnie de Jésus et imprimé en 1603 à Nagasaki, et revue sur la traduction Espagnole du même ouvrage, public par Léon Pages. Livraison I. pp. 200. Paris, 1862. 12s. 6d.

MEDHURST.—Chinese Dialogues, Questions, and Familiar Sentences, literally translated into English, with a view to promote commercial intercourse and assist beginners in the Language. By the late W. H. Medhurst, D.D. A new and enlarged edition. 8vo. pp. 226. 15s.

MORRISON.—A View of China for Phil